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STATE OF WASHINGTON (*State*)

FIFTH ANNUAL REPORT

OF THE

Industrial Insurance Department

For the Twelve Months Ending September 30th

1916



The Workmen's Compensation Act

Commissioners:

EDWARD W. OLSON, Chairman

JOHN M. WILSON

FORREST I. GILL

OLYMPIA, WASH.

FRANK M. LAMBORN  PUBLIC PRINTER

1916

LETTER OF TRANSMITTAL.

OFFICE OF THE INDUSTRIAL INSURANCE DEPARTMENT,
OLYMPIA, WASHINGTON, December 1, 1916.

*To His Excellency, Ernest Lister, Governor of the State of
Washington:*

SIR: In compliance with Chapter 74, Laws of 1911, we have the honor to transmit herewith to you, and through you to the Legislature, this, the Fifth Annual Report of this Department for the year ending October 1, 1916.

INDUSTRIAL INSURANCE DEPARTMENT.

EDWARD W. OLSON,

JOHN M. WILSON,

FORREST I. GILL,

Commissioners.

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ACKNOWLEDGMENT.

The Department recognizing that whatever degree of success has been obtained in the administration of the Act is due to the hearty co-operation of the doctors, the majority of the employers, the assistance given by the Attorney General and other state, county and city officials throughout the state, and the loyal corps of employees of the Department who have labored early and late, wishes to take this opportunity to express its appreciation of the services rendered.

EDWARD W. OLSON, *Chairman,*
JOHN M. WILSON, *Commissioner,*
FORREST I. GILL, *Commissioner.*

FOREWORD.

In presenting the following report the Department has striven to make it as instructive and interesting as it was possible to do so in handling dry facts and figures. Whether or not we have accomplished our end is for the reader to judge. Many of the subjects with which we have dealt have been mentioned in our former reports. However, we deem them of enough importance to be worthy of further comment at this time. The work of the Department is growing rapidly. In fact, it is growing so rapidly that it is very difficult to be able to forecast or estimate with certainty the volume of the work for the biennium. This rapid growth will continue as the resources of our great state are developed and Washington will take her place as one of the foremost manufacturing states of the Union.

The development of the state depends upon the protection given the industries and the welfare of the backbone of any community, the wage earner. The compensation act directly affects more industries and homes of wage earners than any other piece of legislation on the statute books. That this great piece of legislation should be made the football of the politician and the partisan press, who strive to tear down and destroy the result of years of work for no other reason than to further their selfish ends, is deplorable.

The Department asks only that in passing judgment upon the act or its administration, that the interests of the persons making the attacks be considered and extend to us the same measure of fairness as you would expect if the conditions were reversed.

It has been and is now the policy of the Department to be as just and impartial in dealing with the problems which confront us as it is humanly possible to be; the interests of the employers are as zealously guarded as are the interests of the injured workmen. The rights and welfare of the widows and orphans are religiously protected and conserved. If in any case the Department has erred, our only explanation is that we are human and therefore not infallible.

REVIEW OF THE OPERATION OF THE WORKMEN'S COMPENSATION ACT

The passage of a compulsory Compensation Act in the State of Washington marked the beginning of a new era in Workmen's Compensation in the United States. The event which led to the framing of the bill, the fight in the Legislature, and the dramatic climax which was reached when a grim coal miner made his inspiring oration on the floor of the House which marked the turning point in favor of the bill, are now matters of history. During the experimental stage the Commissioners and their assistants were pioneers in the fullest sense of the word. To them fell the work of blazing the trail that others could follow; to them fell the work of educating the public at large to receive the benefits of this new piece of legislation; to them must be given due credit for what was accomplished, but the success of the act must be credited to the splendid co-operation of the employers, employees, doctors and the courts of the State.

Opposition of Casualty Companies.

The Act was bitterly attacked by the casualty companies who, seeing the hand writing on the wall which spelled their doom, left no stone unturned, no act undone which would hamper the administration or discredit the Act in the minds of the employers. That their efforts were not crowned with success is due to the practical common sense and spirit of fairness with which the employers of the state are endowed. It has been said that the right to labor is the right to live. If this is true, surely the workman, who is injured while laboring that his wife and little ones may live as well, is entitled to just and sure compensation for such injuries without having to resort to the courts to pry loose from the grip of the liability company that which is justly his.

Constitutionality of the Law.

The question of constitutionality was brought to a focus when the State Auditor refused to issue a warrant on a voucher

in favor of the Davis-Smith Company, of Tacoma. The case was carried to the State Supreme Court when the Act was declared constitutional. The Supreme Court of the State in declaring the Act constitutional at a time when its very existence was threatened stamped them as a body fully alive to the needs of the present hour, and as Ex-president Roosevelt said: "The most progressive court in the United States."

First Aid to the Injured.

Owing to the fact that the First Aid or Medical Attention provision was stricken by the Legislature when the Act was passed, there was no provision for the payment of doctor or hospital bills. Neither was there any provision to allow the doctor a fee for the making out of the doctor's report of the injured workman's condition. The result is where under the old regime, the employer guaranteed the payment of the doctor's bill, now the doctor must look to the injured workman for payment, and in a large number of cases he looks in vain. In spite of this, the Commission has found the doctors, as a class, ready to respond to any reasonable request made upon them with reference to the administration of the Act and due credit must be given them for their assistance. It is hoped that with the passage of a medical attention provision, that the medical profession will receive their just dues.

Theory and Principle of Workman's Compensation.

The principle underlying Workmen's Compensation Laws is that the cost of accidents occurring in any industry shall become a part of the cost of the production in that industry to the end that the consumer of the product will eventually bear the expense of same. This plan of social right and justice contemplates that the loss due to accidental injury is just as much a part of the cost of whatever article is being produced as is any other loss which might be occasioned in the destruction of material, by the breaking and wearing out of machinery and tools, or by the replacement of same, and should become a regular part of the ordinary overhead charge attending pro-

duction. By such reasoning, the conclusion is reached that compensation paid to workmen injured as the result of an accident "arising out of and in the course of his employment" bears as close relationship to the cost of producing a commodity as does the cost, expense, loss of equipment, or broken machinery of any kind.

The theory of the Compensation Law is that the industry rather than the individual, or the employer, shall bear the inevitable hazard of production, and that a workman injured in the course of his occupation shall receive some remuneration for the financial loss he suffers without regard to the cause of the accident. In support of these advanced ideas, the injury to a laborer, who in the ordinary factory is almost a human machine, has frequently been compared to the breaking of a machine, where the two actually operate side by side, and as the cost of repairing or replacing the machinery is borne by the industry, so should the burden of the injury to the workmen be likewise considered an incidental and necessary expense of the business.

Fault No Longer a Factor.

Nearly all compensation laws agree that personal injury losses, not intentionally incurred, arising out of and in the course of the production of an article, whether occasioned by the fault of the employer or of the injured workman, or without the fault of either, are as legitimately an element of the fair money cost of the production of a commodity as are expenditures for raw material, for machinery or wages.

The doctrine that an employer, or the product that he is manufacturing or producing, shall have charged against it the cost of injury occurring to laborers, without any consideration as to where the fault may lie, is practically a complete reversal of the rules of common law heretofore governing statutory liability of employers. The fact that the new law not only makes it possible, but legal, that the injured employee may receive compensation for injury received, even though the same may be really caused by his own contributory negligence, the negligence

of his fellow servant, or through the inherent risk of his employment, is a revolutionary change or an abrogation of the common law rules governing employers' liability.

Under the old system, the question of fault was generally the basis of recovery and successful recovery by the injured person was always difficult and expensive on account of tedious court procedure. Very often recovery was made impossible by court rulings decidedly out of harmony with present day progressive and humanitarian ideas regarding social relations and equality of justice. As against this, the fulfillment of the great objective of the new law is that it affords without recourse to litigation, a prompt and specific compensation for the disability resulting from industrial injury.

Why Compensation Laws are Popular.

There is no doubt that compensation legislation has come to stay, for the people of this great progressive country would not have expended the time, energy and money they have to advance and promote the compensation movement, were it not that a deep economic and humane principle is involved therein. Earnest, honest-thinking people long since reached the conclusion that the injustice and misery, as well as the great waste which attended the old system of disposing of accidents occurring in industrial life, was, in addition to being unnecessary, almost criminal in many instances. Under the old common law system, the operation of which was marked by tedious uncertainty as to recovery, the rule was long-drawn-out litigation which prevented relief at the time of greatest need, economic waste in lawyers' fees and court costs, disturbance of business, and creation of hostility between employer and employe, all of which has now been relegated to the past. Carefully prepared industrial statistics show that the great majority of industrial accidents occur outside of the line of negligence or fault of the employer, and as a consequence no redress or remuneration was possible to the workman who was the unwilling or unwitting victim of accidental misfortune.

In considering injuries of the character referred to, it was next to impossible to determine where the fault or negligence should lie, or what was the proximate cause to be held responsible for the injury. The inevitable result was that either an injustice was done the employer, by the natural feeling of the average jury to sympathize with an injured employe; or the Judge, under well established rules of law, denying apparent justice to a defendant, by taking worthy cases from the jury resulting in the widow being turned away without a dollar, to a possible life of misery and want.

The administration of this old common law system permitted continual abuses, too often evidenced by sympathetic juries rendering excessive damage verdicts, causing employers to leave the court room bankrupts, even though they were in no wise morally responsible for the accident. On the other hand, cases of the same nature, appealed to the higher courts and reversed, left the dependent orphans thrown upon the cold charity of the world.

Increase in Claims Filed.

Owing to an increased activity in the industrial condition of the state as well as to the fact that the applicability of the Act is becoming more generally known, the accidents reported to the Commission steadily increased during the last half of the year 1912, reached its crest in 1913, gradually subsiding during 1914 and the first part of 1915, again beginning its ascendancy during the last part of 1915, reaching the high water mark in August, 1916, with every indication that the coming year will witness a still greater increase in the number of claims filed. The number of claims filed by years is as follows:

1912.....	11,896	1915.....	13,162
1913.....	16,336	1916.....	19,494
1914.....	15,089		

The increase in the number of claims filed for the year 1916 is attributed solely to increase in industrial activities. It will

be noted that there has been an increase amounting to 49.6 per cent in the number of claims filed during 1916 over the preceding year. The increase in the number of claims filed means nothing of itself unless it can be compared with the total number of men employed.

As the audit of the payroll for the year 1916 will not be made until after the close of the year, it is impossible to forecast, with any degree of accuracy the actual increase in the number of men employed or the amount of wages paid, but from the information available, we know that there is a material increase in both. The adjustments for the year have not as yet been decided upon, but unless some catastrophe occurs the cost of carrying the insurance in the various classes will remain about the same as it was in 1915. However, it should be understood that the adjustment is made upon the close of the calendar, not the fiscal year. Whatever may be said of the cost of insurance for the year 1916 at this time is only approximate.

Number of Workmen Benefited.

Below is a summary showing number of employers engaged in extra-hazardous industries; also total number of employes as shown by the records of the Department, at the end of each fiscal year from Sept. 30, 1912, to Sept. 30, 1916.

SUMMARY	YEAR ENDING				
	September 30, 1912	September 30, 1913	September 30, 1914	September 30, 1915	September 30, 1916
Number of employers.....	5,750	8,891	9,980	13,020	14,257
Number of men employed in lumber industry (classes 10 and 29)	46,468	52,652	67,832	71,031	*106,262
Total number of men employed in all extra-hazardous em- ployments	138,064	162,970	176,820	158,351	*236,892

* These figures for the year ending September 30, 1916, are estimated: the increase of accidents reported over previous years being used as a basis for such estimate. This increase in accidents was 49.6 per cent. more for 1916 than 1915.

Comparative Statement of Cost.

The following table shows the percentage of basic rate assessed each year for the first four years' operation of the act, also the average yearly percentage for the same period.

ASSESSED AND AVERAGE YEARLY RATE PER CLASS FOR FOUR YEARS.

CLASS NUMBER	PERCENTAGE OF BASIC RATE ASSESSED				Average Yearly Percentage of Basic Rate Assessed
	1912	1913	1914	1915	
1.....	66.66	66.66	50.00	83.33	54.15
2.....	66.66	66.66	50.00	50.00	58.33
3.....	66.66	75.00	100.00	83.33	81.25
5.....	66.66	50.00	50.00	50.00	54.16
6.....	66.66	50.00	50.00	33.33	50.00
7.....	50.00	33.33	83.33	50.00	54.16
8.....	66.66	50.00	50.00	50.00	54.16
9.....	25.00	50.00	50.00	.....	31.25
10.....	66.66	91.66	66.66	83.33	77.07
12.....	83.33	25.00	25.00	25.00	27.08
13.....	50.00	75.00	50.00	.....	43.75
14.....	25.00	25.00	25.00	.....	18.75
15.....	50.00	50.00	50.00	25.00	43.75
16.....	50.00	75.00	91.66	150.00	91.65
17.....	83.33	75.00	75.00	100.00	70.83
18.....	25.00	75.00	50.00	50.00	50.00
19.....	25.00	25.00	25.00	.....	18.75
20.....	50.00	75.00	50.00	25.00	50.00
21.....	25.00	25.00	83.33	33.33	29.16
22.....	8.83	16.66	25.00	25.00	18.75
23.....	50.00	75.00	50.00	25.00	50.00
24.....	100.00	75.00	75.00	50.00	75.00
25.....	50.00	50.00	25.00	100.00	56.25
29.....	41.66	50.00	58.33	50.00	50.00
31.....	50.00	75.00	50.00	66.66	60.41
33.....	25.00	50.00	25.00	.....	25.00
34.....	50.00	33.33	33.33	33.33	37.50
35.....	25.00	25.00	25.00	33.33	27.08
37.....	25.00	50.00	50.00	.....	31.25
38.....	25.00	25.00	25.00	16.66	22.91
39.....	25.00	25.00	25.00	83.33	27.08
40.....	8.83	16.66	16.66	16.66	14.58
41.....	8.83	4.16	8.83	.....	5.20
42.....	25.00	100.00	100.00	75.00	75.00
43.....	25.00	50.00	25.00	16.66	29.16
44.....	50.00	75.00	25.00	25.00	43.75
45.....	25.00	50.00	25.00	33.33	33.33
47.....	41.66	75.00	50.00	50.00	54.16
48.....	25.00	50.00	50.00	50.00	43.75

The basic rates for the subdivisions of the different classes vary and in order to get the true assessed rate in each subdivision of class it was necessary to use percentages. To find the cost per \$100.00 of payroll in any class or subdivision of class, multiply the basic rate by the percentage. Example: The

basic rate in Class 10 is .025, the average yearly cost is 77.07 per cent of the basic rate, therefore $77.07 \times .025$ equals \$1.93, or in other words the average yearly cost per \$100.00 of payroll for the past four years in Class 10 was \$1.93.

Scope of the Act Broadened.

In Section 2 of the Act, which defines extra-hazardous work, the following language is used:

"There is a hazard in all employments, but certain employments have come to be and to be recognized as being, inherently constantly dangerous. This act is intended to apply to all such inherently hazardous works and occupations, and it is the purpose to embrace all of them, which are within the legislative jurisdiction of the state, in the following enumeration . . ."

Then follows list of the extra-hazardous occupations.

"If there be or arise any extra-hazardous occupation or work other than those hereinabove enumerated, it shall come under this act, and its rate of contribution to the accident fund hereinafter established, shall be, until fixed by legislation, determined by the department hereinafter created, . . ."

The Commission has seldom exercised the power herein created other than to rate and classify minor operations that were incidental to industries that were enumerated under the law.

Extension of Act.

In May, 1915, the Commission declared the operation of mercantile and storage warehouses, retail lumber and fuel yards, and the occupation of teamsters, truck drivers, handlers of freight, auto truck drivers and helpers as extra-hazardous, such operations to be listed in class 21 at a basic rate of two per cent. This ruling was generally accepted by the retail lumber and fuel yards and transfer companies. The order was resisted by the commission men operating mercantile and storage warehouses. A friendly suit was brought to determine once and for all the authority of the Commission to enlarge the scope of the Act to embrace industries which were in existence at the time of the passage of the Act, but which were not enum-

erated in the extra-hazardous list. The case was tried in the Superior Court of King County and was decided in favor of the Commission, whereupon an appeal was taken to the State Supreme Court and will probably be noted for hearing during the January, 1917, term.

In May, 1916, the Commission declared the operation of retail meat markets where power driven machinery is used as extra-hazardous, such operations to be listed in class 39 at a basic rate of one and one-half per cent. This ruling has been generally accepted, both the employers and employees being generally pleased at the action bringing them within the scope of the Act.

Admiralty Jurisdiction.

The question of applicability of the Act to workmen injured in the course of employment upon vessels operating upon the navigable waters of the State under admiralty jurisdiction is still a perplexing one. While the Commission has adopted a well-defined policy in the handling of such cases, owing to the conflicting jurisdictions, protection can not always be given the employer for the reason that the injured workman may elect to pursue his remedy in admiralty in lieu of taking compensation under the act.

Both stevedoring and longshoring are listed as one of the extra-hazardous occupations under the Compensation Act, but owing to the difficulty experienced in trying to segregate the time of the men who are constantly passing from the dock to the ship or vice versa, the Commission has levied upon the entire payroll covering such work and has paid compensation for accidents arising in such work regardless of whether the accident occurred on the ship or on the dock.

The Federal Court in passing upon this question has held in part that the State Legislature was without authority to take away an injured workman's right in admiralty, that he had two remedies—one, an action in the civil courts of the state and the other, an action in admiralty; the Compensation Act in tak-

ing away his right of action in the civil courts of the state granting him absolute and sure protection, but it did not affect his rights in admiralty, that with the workman lay the option of electing to pursue either remedy, but the election to pursue one remedy barred him from pursuit in the other. (See *John E. Thompson v. Schooner Fred E. Sander*.) Members of boat crews operating upon interstate waters or on the high seas are not under the provisions of the Act. (See *Jarvis v. Steamer Whatcom*.)

Casual Employment.

One of the most complex and distressing problems that the department continually has had to deal with from the beginning of operation of the Washington Compensation law is that of casual employment, which is not defined in the Act, although it is evident that the framers of the law intended that the casual employer and employe should participate in its benefits, this principle being generally concurred in by the courts.

However, in the absence of a special provision in the law dealing with this subject, the paying of claims to the casual worker is manifestly unfair to other contributors to the accident fund who are permanently engaged in the employment of labor in extra-hazardous occupations.

Under the present system should a doctor or lawyer or other professional man discover that a few shingles on the roof of his dwelling needed replacing he would employ a carpenter to do the work. Now the doctor or lawyer, as the case may be, is not engaged in repairing houses as a business and with the completion of the repair work may not again engage in any like work for years although it cannot be denied but that he is an employer of labor in an extra hazardous industry under the Act. If the job is of short duration, in the majority of cases the Commission is not notified and no contribution on the payroll is made, but should the carpenter fall and injure himself, a claim would be filed. The premium paid by the owner, plus a penalty of three times the regular premium for failure to report the pay-

roll to the Commission would amount to only a few cents and the accident fund is required to pay the claim which may run into the hundreds of dollars.

The point we wish to emphasize is that it is only when an accident occurs that the report of payroll covering small repair jobs is made to the Commission. Hundreds of repair jobs where no one is injured are never reported except by chance or when one of the representatives of the Commission should discover it.

From the workman's side the view point is changed. Carpenter work is enumerated as an extra-hazardous occupation under the Act; a carpenter has every reason to suppose that when the Compensation Act of the state assures him that if he is injured while in the course of employment that he will receive benefits as prescribed by law, that it will fulfill its promise. If he is shingling a roof for Jones, a contractor, and is injured, he is entitled to compensation without question. Therefore, if he is injured while shingling a roof for Smith, an attorney, why should not he be afforded the same protection, both jobs being equally hazardous. The Superior Courts of the State have adopted generally the latter view and declared the casual worker within the provisions of the Act.

From past experience in securing contributions from casual employers, the commission is convinced that the proper remedy to be applied would be to have the law amended so that the duty is imposed upon every employer who engages labor temporarily in an extra-hazardous occupation to forthwith report this fact to the commission, and in failure to so do, shall be penalized in a substantial sum, such penalty to be credited to the class fund.

Delay in Handling Claims.

The department has been freely criticized for delay in the payment of claims; a part of this criticism is merited; a far larger part is unjust and unfair to the Department. The Commission recently received from the regular clipping bureau an article clipped from a Hoquiam paper quoting a workman as

saying that the Industrial Insurance was a farce, that an injured workman would starve to death before he could receive any relief from that source, that he had been injured three months ago and had not received any compensation as yet.

An investigation of the files showed that the man was injured during the latter part of May, that the doctor's report of the injured workman's condition which was received by the Commission the latter part of July was the first notice the Commission had of the accident. The employer's report of the accident was received only after the second request was made for it; the workman was requested on two different occasions to file claim with the Department and his claim was not received until the first week in August; that claim was passed and vouchers mailed to claimant for signature within six days of the receipt of the claim. We assume in this case, as in hundreds of others, the injured workman was not familiar with the requirements of the act and did not know that he was required to file a claim for compensation although he was free to attribute the delay to the Department.

The Department can not assume the responsibility for delays in the payment of claims which have not been filed with it. Neither can it assume responsibility for delays in the handling of claims which are due to the workman shifting from point to point and not notifying the Department of his change of address. Section 14 of the Act is as follows:

"Whenever any accident occurs to any workman it shall be the duty of such workman or some one in his behalf to forthwith report such accident to his employer, superintendent or foreman in charge of the work, and of the employer to at once report such accident and the injury resulting therefrom to the department and also to any local representative of the department."

The principal reports in a claim are as follows:

1. The employer's report of accident.
2. The workman's claim for compensation.
3. The doctor's report of condition.

Failure to receive any one of these reports will delay the action on the claim.

In the handling of claims the Commission is placed upon the defensive at all times. To protect the fund and prevent fraud, certain regulations and safeguards have been provided. To comply fully with these regulations requires a reasonable length of time. The Department does not encourage the rushing of claims through the Department to accommodate a waiting claimant; in fact, it refuses to release any warrant for compensation until the employer has been notified of the award and given a reasonable time to file protest if same is not in order.

Field Work.

The work of adjusting claims in the field is assuming huge proportions. At the present time there are three adjusters, two of whom are devoting their entire time to adjusting and investigating claims, the third devoting part of his time to other duties. In addition to the adjustments in the field, a large number of personal adjustments are made by the Commission at the Olympia office, Monday and Tuesday of each week being set aside for that purpose. The personal adjustment of claims in the field by the Commissioners has been practically discontinued.

A force of thirteen auditors are engaged continuously in auditing payrolls for the contributors to the fund. All payrolls are audited at least once a year. In some instances semi-annual audits are made; in the construction class, monthly audits are taken.

The Commission is considering the advisability of requiring all contributors to render a monthly statement to the Department. The advantages of such a report from the departmental view point are many.

The collection of the small amounts due from delinquent employers has been taken over by the Department. It has been found that this method gives better results than the method of handling them through the attorney general's office and relieves that office from a large amount of work. The Department is considering the employment of a collector who would devote his

entire time to this work. It is believed that this would prove to be a profitable investment.

Interstate or Federal Jurisdiction.

The question of when the operations of a corporation or an individual is under state or federal jurisdiction still confronts the Department. It has been held on the advice of the Attorney General that the Act does not apply when the Federal government is the employer, neither does it apply to operations carried on within the confines of land purchased by the government for the erection of docks, forts, arsenals or other needful buildings whether the government is the employer or not, therefore, contractors erecting postoffice buildings, light houses or buildings in navy yards are not within the scope of the Compensation Act.

With reference to the operations of railways doing an interstate business, the Act applies only to the construction of such railways and does not apply to the operation of same. The repair or building of cars or tracks of such roads or of the construction of any buildings or bridge to replace existing structures if such work is carried on by the operating department of the railroad is considered incidental to operation. The Act does apply if such buildings or structures are built by individual contractors. The employees engaged in the construction work are working for the contractors and not for the railroad company. Hence the question of Federal jurisdiction does not apply.

The Commission has held that the Act applies to the operation of telephone and telegraph companies within the boundary of the state. The Postal Telegraph Company is contesting this point on the ground that their operations are of interstate character. The employees of a telephone or telegraph company who are covered, are the linemen, repair and construction crew. It has been argued by the Postal Telegraph Company that the linemen and repairmen are working upon poles and lines over which messages to all parts of the country are being sent as well as the messages sent to points wholly within the state and, there-

fore, the work of maintenance and repair is of interstate character. The case in point will be argued very shortly but it is not probable that a decision will be handed down before this report is published.

Cost of Administration.

The ratio of the cost of administration to the total premium collected varies from year to year depending principally upon the amount of premium paid for the period covered. The following comparisons may be of interest.

Period	Expense	Receipts	Ratio
Oct. 1, 1911 to April 1, 1913.....	\$155,000 00	\$1,703,556 90	9.10%
April 1, 1913 to April 1, 1915.....	221,971 00	3,174,168 26	7.02%
April 1, 1915 to Oct. 1, 1916.....	168,581 83	1,946,232 79	8.61%
Oct. 1, 1911 to Oct. 1, 1916.....	545,552 83	6,823,957 95	7.99%

It must be remembered that the figures given above include all cash expended for equipment as well as for salaries and other expenses. The ratio of expense is difficult to control for the reason that the effects of a sudden increase in the industrial activities of the state will be felt for quite a period after such activities may cease, and to keep continually adjusting the force to meet industrial conditions requires a close supervision of the work as well as a general knowledge of industrial conditions.

At the close of the biennium ending April 1, 1915, the sum of \$10,019.00 was turned back to the general fund. The legislature of 1915 in its wisdom, saw fit to use the pruning knife on the appropriation asked for the biennium ending April 1, 1917, with the freedom and abandon of a small boy carving a Jack 'O Lantern. It was only by making personal appeals to some of the members of the appropriation committee, that \$10,000.00 of it was replaced. The result is that owing to the increase in the number of claims filed, the Commission will be forced to ask for an emergency appropriation to tide them over until April 1, 1917, when the new appropriation will be available.

Elective Adoption.

Section 19 of the Act reads as follows:

"Any employer and his employees engaged in works not extra hazardous may, by their joint election, filed with the department, accept the provisions of this act, and such acceptances, when approved by the department, shall subject them irrevocably to the provisions of this act to all intents and purposes as if they had been originally included in its terms. Ninety per cent of the minimum rate specified in section 4 shall be applicable to such case until otherwise provided by law."

The legislature in making provision to bring non-hazardous employments under the act did not provide for classification.

The department acting upon the advice of the attorney general created a separate class known as Class No. 48, into which all contributions received on elective adoption agreements are credited. The minimum rate named in section 4 is \$1.50 for each one hundred dollars of payroll, ninety per cent of which is \$1.35. This rate has proven adequate. The average yearly assessed rate in this class for the past four years is fifty-nine cents for each one hundred dollars of payroll.

The attorney general has ruled that any non-hazardous business is eligible to come within the provision of the act as well as the non-hazardous occupations in connection with an extra hazardous business.

We believe the flat rate as applied to the various hazards in this class should be abolished and the Department granted the power to apply a differential rate to the various occupations based upon the experience of each class of risk as is shown by our records. If the application of this section was confined exclusively to bookkeepers, stenographers and other office employees, there would be no objection to a flat rate, but when the act is extended to embrace forest rangers and patrolmen, cooks, flunkeys, bull cooks, janitors and stable men, a differential rate commensurate with the hazard should be applied.

The attorney general has also ruled that when the elective agreement has been signed by the employer and employee and approved by the Department, both the employer and employee are bound irrevocably to accept the provisions of the act so

long as the condition of employer and employe exists. Should any employe be discharged or resign of his own volition, the agreement is automatically canceled. Any new employe who succeeds to a position left vacant by a former employe who had signed the elective agreement is not within the scope of the act unless a new agreement is signed. The agreement covers the employe and not the position.

Agricultural Pursuits.

The act does not mention agricultural pursuits although it was tacitly understood at the time the act was passed that any work incidental to agriculture would be excluded from its terms regardless of whether the work was extra hazardous or not.

Under this ruling, threshing machine outfits, hay balers, combined harvesters and threshers are not under, although such operations exact their toll of maimed and crippled workmen each year. There also arose many difficult questions, the principal one being, "When is a farmer not a farmer?" If a farmer clears his farm during the winter months and at the same time is cutting posts, cord wood or otherwise utilizing the products of his land, is he engaged in farm work or extra hazardous work within the meaning of the Compensation Act? The Commission, in passing upon this question, has held that if the farmer hires men exclusively to cut cord wood, posts, poles or ties, such operations were within the scope of the act, but if the farmer sent one of his farm hands to clear land, or to cut cord wood, such operations were considered incidental to farming and without the scope of the act.

It has been rather difficult to hew to the line, as each case comes before the Department from a different angle, and if the Department has been guilty of any inconsistencies on the question, it has been due to lack of information.

General Summary.

To summarize the five years' operation of the Act, approximately 14,257 firms and individuals employing 236,892 workmen are operating under the Act at the present time. The

sum of \$6,595,857.55 is the total of premiums paid into the accident fund. The accrued interest on the average daily balance for the five years is \$33,941.89. The sum of \$2,204,526.66 has been set aside in reserve to guarantee the payments of pension to the widows and children of workmen killed while in course of employment. The reserve fund is invested in interest bearing bonds and the total of the accrued interest on the reserve fund to date is \$194,154.51, making a total of \$228,096.40 received in interest from all sources. The sum of \$4,251,722.51 has been paid out in claims, \$73,531.69 has been refunded to contributors, who have ceased operation permanently in the state, leaving a balance in the accident fund of \$355,828.22.

From the amount set aside in reserve, the sum of \$595,833.75 has been paid in pension. The sum of \$255,805.64 has been returned to the accident fund account of remarriages of widows and deaths of beneficiaries, leaving a balance in the reserve fund of \$1,547,041.78.

Claims.

For the five year period, 75,977 accidents have been reported to the Department. Final settlements have been made in 57,128 cases; number of fatal cases reported, 1,503. Of this number, 786 have required pensions; 643 have not required pensions; 74 are in process of assembly and adjustment. There have been 59 total permanent disabilities, all of which have required pensions; 3,518 claims have been rejected; 1,773 claims have been suspended, pending receipt of claimant's address; 9,372 suspended account of claim not filed by workman, trivial cases; 2,086 claims in process of assembly and adjustment; 574 on continued monthly payments, account of disability still existing; 38 claims on partial disability account of temporarily reduced earning power. Payments made account of reduced earning power are made only until the condition of the workman has become fixed, at which time the permanent partial disability, if any, is rated, and the final settlement made.

Problems of Adjusting Pensions Following a Second Accident.

Subdivision (g) of section 5 of the Compensation Act provides as follows:

"Should a further accident occur to a workman already receiving a monthly payment under this section for a temporary disability, or who has been previously the recipient of a lump sum payment under this act, his future compensation shall be adjusted according to the other provisions of this section and with regard to the combined effect of his injuries and his past receipt of money under this act."

In applying this section the following case was presented:

A coal miner 64 years of age, while working was struck in the right eye by a piece of coal. The eye became infected and inflamed, and was reported as being infected with a pneumococcus which destroyed the eye. The man had suffered a similar accident to the left eye, in which he lost that eye and for which he was paid \$1,000.00, so that the second accident made him totally blind and brought him within the provisions of the law defining permanent total disability and entitling him to a pension. The amount that could be set aside by the law to pay the expectancy of a man 64 years of age would be \$1,321.26. If the \$1,000.00 which had been previously paid to this claimant was deducted from his actual reserve, there would remain but \$321.26, which would pay him a pension during the period of his expectancy of \$4.85 a month. Now it is plainly evident that the legislature never intended that this law should work out in that way. As an illustration: Had this man been 25 years of age instead of 61 when he received his first injury for which he received \$1,000.00 in payment, and within a short time he received a second accident which made him a pensioner, in which case he would have been entitled to a reserve of \$4,000.00, by deducting the \$1,000.00 previously paid, from the \$4,000.00 reserve, and considering it as an advance on his pension, his pension would have been reduced to \$15.00 a month for the rest of his life, whereas in the instant case the man at 64 years of age would receive but \$4.85 per month during his life. It would seem that there should be no difference in the amount which pensioners should receive monthly, as a result of difference in their age and surely the man at 64 is as much entitled to \$15.00 per month as the man at 25.

This case was submitted to the Attorney General for an opinion and after quoting subdivisions (b), (f), (g), and (e) of section 5 of the law, the opinion continues:

"It will be noted from these various provisions of the statute (1) that the workman having a permanent total disability, is entitled to \$20.00 per month; (2) that if he has previously received a lump sum payment under this act, his future compensation shall be adjusted

with regard to the combined effect of his injuries and his past receipt of money under the act; and (3) that there shall be set apart a sum of money from the accident fund estimated to be sufficient to compensate at the rate of his monthly payments for the years of his expectancy of life as fixed by the American Mortality Tables.

"We believe the system of compensation heretofore followed by your department is inequitable for the reason that it provides a different monthly allowance for workmen of different ages who are suffering from the same disability as a result of the same character of injuries.

"We think the error lies in computing the compensation upon the reserve and adjusting the monthly allowance to that, rather than computing the compensation upon the monthly allowance, which is definitely fixed by law, and adjusting the reserve to care for the monthly allowance during the period of expectancy.

"In order to give the proper construction to subdivision (g), above referred to, having regard to the combined effect of the injuries and the past receipt of money, the monthly pension should be fixed upon the basis of the ratio of the permanent partial disability payment to the maximum reserve fund for permanent total disability. Upon this basis the amount of monthly pension to be allowed in any given case should be to the maximum monthly pension of \$20.00 as the amount of the permanent partial disability payment is to the maximum reserve. For instance, in the given case: The amount of permanent partial disability paid for the loss of the first eye is \$1,000.00. This is to the maximum reserve of \$4,000.00 as one to four, or twenty-five per cent. The monthly pension should be reduced therefore to seventy-five per cent of the maximum, or \$15.00, and a reserve should be set aside sufficient to pay this pension during the years of expectancy. This system gives to every workman, regardless of age, the same monthly allowance for the same disability, thereby conforming to the plain intention of the law when it fixes the monthly allowance at \$20.00 to all single workmen, regardless of age."

Another difficult problem with which the department has had to deal is shown by the following circumstances.

By subdivision (f) of section 5 of the law, permanent partial disability means the loss of either one foot, one leg, one hand, one eye, one or more fingers, one or more toes, any dislocation where ligaments are severed, or any other injury known in surgery to be a permanent partial disability. For any permanent partial disability resulting from an injury, the workman shall receive compensation in a lump sum in an amount equal to the extent of the injury, but not in any case to exceed \$1,500.00. Bearing in mind this provision of the law, together

with subdivision (g) of section 5, above quoted, the Commission was called upon to determine the amount of compensation due in the following case:

A man fell off a logging train and sustained a fracture of the first lumbar vertebra, resulting in paralysis for several months and involvement of the bladder and bowels and then began to improve. The vertebra at site of fracture became ankylosed and in the course of a year and one-half he was able to get around and was not a permanent total disability case, but on account of his serious injury he was declared to be a maximum permanent partial disability case and was awarded \$1,500.00. Following this he returned to work and sustained an accident in which he lost an arm. This accident does not render him totally disabled so as to make him a pensioner under the wording of the law and he has already been paid the maximum permanent partial disability which the law allows. Query: How can he be paid for the loss of his arm?

This condition presents a question which should be considered by the legislature.

Gillies Frauds.

In November, 1915, it was discovered that fraudulent claims were being passed through the department by John F. Gillies, the then claim agent. Following this discovery a complete and thorough check of all claims filed in the department from the inception of the law was made, which disclosed that 52 fraudulent claims had been paid by the Department. Seventeen of these were for large amounts ranging from \$885.00 to \$1,340.00 in amount, and in all of these claims the workman's claim, the employer's report and the attending physician's report were forged *in toto*. The 35 other fraudulent claims ranging in amounts from \$12.00 to \$114.00, were among the list known as "waiting claims," that is, claims which were genuine and had been allowed by the Commission but for which no claimant had appeared to receive the warrants. The payments on these claims were obtained by forging the name of the claimant to the voucher and thus having the warrant issued. Gillies worked with a confederate, one Frank W. Stone, who did all of the writing in connection with the forging and returned the claims and vouchers to Gillies, who passed them through the Department. Gillies and

Stone were arrested and informations were filed against them, charging grand larceny and forgery. Gillies was tried and convicted on two charges, one of grand larceny and one of forgery, and sentenced to a combined minimum term of five and one-half years in the state penitentiary at Walla Walla, where he is now serving time. Stone confessed to his part in the frauds, implicated Gillies and testified against him at the trials. He entered a plea of guilty to the charge of forgery and was sentenced to the minimum term of one year in the state penitentiary at Walla Walla, where he is also serving time.

The total amount of these frauds was \$20,047.35.

The department is subject to numerous attempts at frauds by parties dealing with the department and constant vigilance is required to detect the same. The two following cases are among some with which the department has had to contend:

A laborer filed a claim for compensation, stating that he was walking through a mill and stepped into a pit, from which he received a broken jaw and eight teeth were knocked out. His employers reported that no accident happened to this man while working in their employment. The case was investigated and affidavits secured from other employees and the claimant on being confronted with the facts disclosed by the investigation, made the following request: "I desire to withdraw my claim for compensation for injuries sustained at the place and time above stated, as I was not in the course of employment when injured."

A rancher, who sometimes worked at the carpenter trade, had an injury to his hand, which resulted in septicemia involving the entire arm, for which the arm was amputated. He filed a claim for compensation, claiming that he was working as a carpenter building a house for another rancher at the time he was injured. The rancher for whom the house was built filled out a report as employer and paid about \$11.00 as premium on the wages paid the claimant. About this time the claimant died and the widow filed a claim for compensation with the department. An investigation of the claim was made and the

employer and his wife made affidavit to the effect that the deceased workman was hurt or cut his hand on a saw while engaged in sawing out logs for the purpose of putting in a window in the house and that this happened on the 6th day of April, 1916. Upon further investigation this was denied by three people living in the neighborhood and on interviewing the widow she stated that her husband did put in the window but that it was at least two and one-half months prior to his injury; that he was not hurt on the 6th day of April but on the 9th, which was Sunday; that he had gone to the postoffice and on his return was carrying a crosscut saw, which he intended to file, that the saw came in contact with some brush and that he fell down and cut his hand. She admitted that she knew the claim was fraudulent and gave as a reason for the claim being submitted, that the employer and her husband had framed up a claim after his arm was amputated and intended to divide the proceeds. Upon this investigation, of course, the claim was rejected. A charge of second-degree perjury was also lodged against the employer, the case not having come to trial at the time of writing this report.

Schedule of Contributors' Accounts.

In accordance with Section 24, Paragraph 7, of the Act, the Department is now compiling, in addition to the statistics relating to hospital charges and expenses published in this report, statistics showing premiums collected from individual employers, also number of accidents occurring in the establishment of each employer and the amounts paid out on account of same.

From the fact that the appropriation made by the last legislature was scarcely sufficient to employ enough people to perform the regular duties of the Department, we are working under great difficulties in compiling this information, which will supplement this report by approximately 250 pages. Moreover, the amount appropriated for the expense of printing was insufficient to pay for the printing of these statistical tables, therefore it will be necessary to ask the next legislature for an emergency appropriation for that purpose, and if this is forthcoming, such statistics will be printed in a special report as soon thereafter as possible.

AUDIT DIVISION

During the fiscal year ending September 30, 1916, there have been added to the list of contributors 3,423 new accounts, bringing the total number of employers now listed on the books of the department to 16,444. Of this number approximately 12,000 accounts may be considered as active. Under our present system of reporting payrolls it is difficult to secure an accurate census of the number of employees engaged during any month or an average in any industry for the year.

The increase in the number of claims filed for the year ending September 30th, 1916, over the preceding year was 49.6 per cent. It is reasonable to suppose that the ratio of accidents to the total number of men employed is not changed materially from year to year. Therefore, taking as a basis for calculation the 158,351 employees under the act during the year ending September 30th, 1915, and increase it by 49.6 per cent, we have 236,892 as the number of employees under the act for the current year.

The department is now preparing for the legislature a statement of the contributions and disbursements in each class. This statement will show the amount of contributions as made by each employer, as well as the amount of claims paid on account of the operations of such employer. Owing to the shortage of funds in the printing appropriation it was impossible to incorporate the statement referred to in this report and it will be necessary to ask the legislature for an emergency appropriation before it can be printed.

Auditing Payrolls.

The entire state has been gone over by the field auditors and as nearly as possible the payrolls of all employers engaged in extra hazardous industries have been audited. An unusually heavy burden of field expense has been placed upon the department from the necessity of keeping the traveling auditors in

constant search for small contractors, contractors from other states and various shifting enterprises.

Under Section 8 it is incumbent upon the Commission to reach the employer, secure the amount of his payrolls and make demand upon such employer for the proper contribution to the Accident Fund. This demand must be made before any employer is liable to the penalty of suit or before any penalty can be exacted for refusing to exhibit his payrolls.

Payrolls Should be Reported to Commission.

We are of the opinion that the solution of this problem is by legislative enactment requiring that every employer under the Workmen's Compensation Act of the State of Washington shall make report of his payroll to the department every thirty days. The auditors of the department would then become auditors in fact and would verify the correctness of the payrolls every four months in the manner of state bank examiners. This would work to the advantage of the employer in that such owner's statement of payrolls would be used as a basis for the necessary calls instead of an average or an estimated payroll.

Many problems that confront the Audit Division in the matter of determining the classification of the workmen would be simplified if the law was more explicit in its definition of the terms workman and employer.

Attempts at Evasion.

The subterfuges resorted to by employers are many. During the past year many co-operative companies have been formed apparently for the sole purpose of evading the payment of contributions. The Commission has consistently taken the position that all such organizations were but another method of the payment of wages and that the payrolls of such companies should be listed.

A case in point recently presented to the Commission is that of an employer who had sold some land in ten acre tracts, retaining the ownership of the timber. Each purchaser was given a job of cutting wood at a fixed price per cord, one-half to be

shall include every person having in his service under contract of hiring or apprenticeship, written or oral, expressed or implied, any person engaged in any extra hazardous work in or about any extra hazardous industry, and where the services of the workman are temporarily let or hired to another person by the person with whom the workman has entered into such a contract, the latter shall be deemed to continue to be the employer of the workman whilst he is working for the other person.

Collections.

The collection of delinquent assessments has become a serious problem with the Department, and it is recommended that two collectors be furnished the Department; one for the territory east of the Cascade Mountains and one for the western part of the state. While the loss up to this time will not exceed 2 per cent of the contributions paid, in case of financial stress this percentage will be greatly increased.

The following statement shows the receipts and disbursements in the accident fund during the fiscal year covering the period from October 1, 1915, to September 30, 1916:

Owing to the fact that we have not secured the complete audits of the payrolls for the year 1916 at the present time, we are unable to give the number of employees in each class. We have arrived at the figures shown below by increasing the number of employees under the act for 1915 49.6 per cent., which was the ratio of increase in accidents for the year 1916 over the year 1915.

STATEMENT OF THE ACCIDENT FUND FOR THE FISCAL YEAR ENDING SEPTEMBER 30, 1916.

DESCRIPTION	Class	Num-ber of Firms	Months Called Out of 60 Months	Balance October 1, 1915	Contri-butions	Interest on Daily Balances	Refund of Excess Con-tributions	Claims Paid	Reserve to Secure Pensions	Return to Accident Fund on Account of Remar-riages, etc.	Balance September 30, 1916
CONSTRUCTION—											
Tunnels and sewers.....	1	380	34	\$59,319 55	\$14,444 21	\$1,062 66	\$6,815 54	\$6,013 65	\$10,844 97	\$500 00	\$52,152 26
Bridges and towers.....	2	198	36	15,560 99	8,036 70	291 32	415 47	6,767 76	4,000 00	.....	12,762 79
Pile driving	3	95	47	704 64	8,018 88	25 25	*205 72	8,869 48	.....	.....	5,085 01
General construction	5	8,746	34	40,230 94	69,574 60	727 56	6,764 68	54,737 20	87,704 92	2,602 09	13,928 44
Electric systems, gas and water.....	6	535	32	77,443 43	25,226 74	1,330 24	2,171 59	8,987 65	2,696 72	2,876 61	98,022 06
Railroads	7	348	32	20,262 67	59,899 62	485 00	1,198 58	42,211 00	48,560 64	22,111 81	10,783 88
Street and road work.....	8	768	34	50,069 89	51,833 10	994 64	8,384 94	33,010 28	11,414 28	220 07	55,808 20
Shipbuilding	9	83	18	20,180 85	1,211 73	815 33	8 81	10,788 50	.....	.....	10,910 60
OPERATION—											
Lumber mills, etc.....	10	2,644	48	18,680 18	587,121 51	182 44	1,709 70	486,187 23	153,856 54	45,614 42	*40,254 92
Dredging	12	23	16	7,342 37	3,750 68	156 09	388 27	3,335 75	.....	.....	7,514 12
Electric systems	13	121	24	25,807 43	3,032 55	415 09	5 47	3,803 55	13,509 66	2,539 25	14,025 64
Street railroads	14	21	14	13,890 48	16,910 34	264 49	.....	11,149 00	8,436 17	.....	16,480 14
Telephone and telegraph.....	15	84	24	8,978 16	2,809 95	145 59	13 05	1,620 96	.....	.....	10,294 70
Coal mining	16	52	45	17,479 36	157,918 65	131 84	8 41	62,434 60	128,508 28	16,617 48	1,201 04
Quarries	17	348	43	*95 90	32,144 87	.....	73 51	18,155 94	13,011 69	.....	807 88
Smelters	18	8	33	1,519 62	22,094 83	36 25	.....	21,218 10	2,287 01	.....	145 09
Gas works	19	13	12	5,542 05	*86 81	94 52	.....	1,025 85	.....	.....	4,523 91
Consolidated with Class 9.....	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grain elevators	21	1,183	22	4,421 75	34,893 07	76 07	55 89	28,687 96	9,380 88	.....	1,265 19
Laundries	22	208	12	2,259 65	7,851 96	88 62	10 07	5,417 96	.....	.....	4,722 11
Water works	23	160	27	6,801 19	8,843 16	97 54	17 97	1,426 20	4,000 00	.....	4,297 72
Paper mills	24	8	45	3,628 00	6,908 62	54 39	.....	6,818 00	4,000 00	.....	*226 99
Consolidated with Class 34.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Overdrafts deducted.

Statement of the Accident Fund for the Fiscal Year Ending September 30, 1916—Concluded.

DESCRIPTION	Class	Num-ber of Firms	Months Called Out of 60 Months	Balance October 1, 1916	Contrib-utions	Interest on Daily Balances	Refund of Excess Contributions	Claims Paid	Reserve to Secure Pensions	Return to Accident Fund on Account of Refun-dages, etc.	Balance September 30, 1916
FACTORIES—											
.....	29	402	30	\$3,630 33	\$47,332 67	\$123 85	\$128 85	\$37,913 05	\$1,324 06	.....	\$12,780 34
.....	31	117	32	909 07	5,660 20	30 58	13 19	3,995 75	.....	.....	2,390 85
.....	33	63	15	26,463 34	2,335 67	409 50	112 33	3,939 15	.....	\$2,321 79	28,843 32
.....	34	936	24	12,477 89	27,394 76	133 17	59 35	31,113 09	652 00	.....	8,126 38
.....	35	56	22	1,305 53	5,485 33	65 76	.....	3,014 00	1,388 06	.....	2,454 26
Breweries	37	79	18	12,757 46	155 53	219 57	.....	4,723 05	4,000 00	.....	4,438 66
Textile manufacturing	38	208	14	5,641 94	2,876 89	59 42	36 59	2,904 90	.....	.....	5,685 55
Food stuffs	39	190	19	1,007 32	7,103 71	9 63	12 74	2,220 05	4,000 00	.....	1,900 87
Creameries	40	145	10	1,976 09	1,952 76	44 15	6 30	2,490 90	.....	.....	1,463 90
Printing	41	397	54	5,503 30	579 08	95 24	1 80	2,234 10	.....	.....	3,941 72
MISCELLANEOUS—											
Longshoring	42	111	42	7,103 30	40,510 12	15 45	85	35,395 32	9,423 35	5,348 95	2,353 23
Packing houses	43	202	17	7,694 37	5,375 08	156 76	.....	6,344 05	2,513 07	2,586 42	6,855 91
Ice manufacturing	44	86	27	2,734 94	2,038 73	65 03	.....	4,033 20	.....	.....	311 10
Theatre employees	45	161	19	1,997 93	762 15	31 54	.....	959 30	.....	.....	1,832 37
Powder mills	46	5	9	*12,503 23	.....	.....	.....	79 00	.....	.....	*12,603 23
Ore-smelting works	47	5	29	1,512 09	1,037 29	26 39	.....	343 35	.....	.....	2,324 42
Electric adoption	48	63	24	1,963 06	3,238 62	27 75	14 43	1,193 30	.....	.....	4,046 43
Totals		14,257	.....	\$457,562 23	\$1,232,706 71	\$3,519 21	\$23,403 35	\$300,943 94	\$409,906 25	\$108,910 90	\$405,973 41
Transferred to dead file		2,187	.....	*12,639 13	*36 81	.....	* 205 72	.....	.....	.....	*13,145 19
Total listed		16,444	.....	\$474,833 10	\$1,232,679 90	.....	\$23,259 06	.....	.....	.....	\$335,823 22

The foregoing statement shows the contributions by classes during the past fiscal year and interest received from the bank on daily balances, refunds of excess contributions, claims paid, reserve set aside to secure pensions and the amount returned to the accident fund on account of remarriages and cessation of dependency.

Class 10, lumbering and logging, shows an overdraft as of September 30, 1916, of \$40,254.92. This overdraft is considered temporary, as a call was in process of collection which matured after the date of this statement. In addition to the overdraft, \$38,837.84 was set aside as a reserve for fatal accidents but not charged to the accident fund. Payments on the 6, 7 and 8 calls in Class 10 have provided sufficient funds to take care of the overdraft and reserve and at the date of printing this report Class 10 has a substantial balance.

Class 24, paper mills, also shows a small overdraft in the accident fund, amounting to \$226.99. A call was in process of collection but contributions were not received in sufficient time to show a balance in the fund. This overdraft has been taken care of and there is a substantial balance in the accident fund at the time this report is printed.

Class 46, powder mills, shows an overdraft in a considerable amount, namely, \$12,663.28, by reason of fatal accidents requiring pensions. All warrants in this class are marked "Not paid for want of funds in Class 46." A suit is now pending against the largest contributor in this class for the collection of the amount due, based upon payrolls for October, November and December, 1911, and on two months of 1912. Owing to litigation payment has not been received.

Class 17. This class comprises the operation of mines other than coal, reduction of ore, quarries, stone cutting, subject to quarry hazard and stone crushing at a basic rate of 5 per cent; the operation of gravel pits at 4 per cent.

The instability of this class is accentuated from the fact that but few units of the mining industry are in permanent operation, the great majority of them being temporary or fly-by-night concerns, thus making the contributions very small.

On January 1, 1916, an increase of rates in these operations became effective with a view of making them adequate to the hazards existing. However, the calls made for contributions on the aggregate of payrolls reported have since the close of the year demonstrated that in addition to paying \$9,828.32, the amount required for pension reserves which were held up pending collection of these calls, were not found adequate to take care of the accruing liabilities, among which appeared two additional fatal cases, which require pension reserves.

Under these financial conditions and in accordance with section 26 of the act, the Commission found it necessary on November 29, 1916, to adopt a resolution authorizing the state treasurer to stamp all warrants issued against this class "Not paid for want of funds." Under the section noted it therefore becomes incumbent upon the employer, on account of whose workman the warrant was drawn, to pay the same and he shall be credited upon his next following contribution to such fund the amount so paid with interest thereon at the legal rate from the date of such payment to the date of such next following contribution.

As of October 1, 1916, reserves in the following classes have not been charged to the accident fund pending the collection of calls outstanding:

Class 10	\$38,837 84
Class 16	12,373 66
Class 17	9,828 32
Class 21	4,000 00
Class 35	4,000 00

The reserve fund comprises those amounts set aside from the accident fund to provide for the payment of pensions to the dependents of injured workmen where the accident results in death or total permanent disability. These funds are invested by the state treasurer in the class of securities provided by law for the investment of the permanent school fund. Statement of the reserve fund for the fiscal year and the investment of the fund is as follows:

STATEMENT OF THE RESERVE FUND FOR THE FISCAL YEAR FROM OCTOBER 1, 1915, TO SEPT. 30, 1916.

DESCRIPTION	Class	Balance October 1, 1915	Reserve Required	Returned to Accident Fund	Bond Investment Interest	Pensions Paid	Balance September 30, 1916
CONSTRUCTION—							
1	1	\$17,534 12	\$10,244 97	\$500 00	\$388 62	\$9,177 45	\$22,150 25
2	2	12,076 47	4,000 00		747 17	1,832 30	14,901 34
3	3	12,342 89			597 52	1,567 55	11,402 86
4	4	88,752 15	37,704 92	2,602 09	5,239 14	15,655 53	113,427 54
5	5	50,858 47	2,605 73	2,876 51	2,518 75	6,479 25	46,717 59
6	6	130,444 55	45,550 54	12,111 51	9,353 85	31,633 70	195,033 55
7	7	26,221 50	11,514 25	220 07	1,933 83	5,109 49	44,275 14
8	8	90,013 60			239 09	705 00	4,555 37
OPERATION—							
10	10	545,055 34	153,933 54	45,514 42	27,518 95	51,145 25	602,571 07
11	11	4,459 00			219 51	425 00	4,252 51
12	12	32,905 88	13,039 55	2,339 25	1,327 93	3,623 40	42,175 87
13	13	19,043 51	8,435 17		1,103 37	2,345 35	21,842 70
14	14	2,650 50			420 35	1,050 00	5,050 97
15	15	139,131 39	123,035 23	16,517 45	9,331 57	31,247 41	229,091 35
16	16	36,453 49	13,011 09		2,511 17	5,646 15	45,135 20
17	17	3,679 33	2,257 01		216 39	644 00	5,533 93
18	18						
19	19						
20	20	7,517 51	9,880 36		651 65	1,331 10	16,209 22
21	21	2,513 35			135 40	397 50	2,555 95
22	22	4,332 15	4,000 00		208 47	1,014 25	7,724 37
23	23	6,963 40	4,000 00		351 22	949 15	10,570 47
24	24						
25	25						

* Consolidated with Class 9.
† Consolidated with Class 43.

Statement of the Reserve Fund for the Fiscal Year from October 1, 1915, to September 30, 1916—Concluded.

DESCRIPTION	Class	Balance October 1, 1915	Reserve Required	Returned to Accident Fund	Bond Investment Interest	Pensions Paid	Balance September 30, 1916
FACTORIES—							
.....	29	\$15,005 89	\$1,024 06	.....	\$782 73	\$1,824 10	\$15,508 58
.....	31	15,074 32	.....	.....	708 01	2,689 87	13,092 96
.....	33	8,512 45	.....	.....	309 83	800 80	5,430 89
.....	34	17,331 18	682 00	\$2,891 79	848 41	2,522 65	15,306 94
Breweries	35	5,538 61	1,388 06	.....	324 19	1,454 36	5,856 51
Textile manufacturing	37	2,547 85	4,000 00	.....	129 70	1,829 85	4,847 70
Food stuffs	38	1,772 87	.....	.....	84 51	240 00	1,617 38
Creameries	39	3,408 15	4,000 00	.....	182 45	310 00	7,275 60
Printing	40	.....	.....	.....	.....	.....	.....
.....	41	.....	.....	.....	.....	.....	.....
MISCELLANEOUS—							
.....	42	18,373 21	9,428 35	5,948 95	1,020 96	2,437 25	21,041 29
.....	43	.....	2,618 07	2,538 42	.....	24 85	.....
.....	44	579 19	.....	.....	26 91	100 20	505 90
.....	45	.....	.....	.....	.....	.....	.....
.....	46	5,020 70	.....	.....	253 90	1,279 33	4,595 36
.....	47	.....	.....	.....	.....	.....	.....
.....	48	2,068 85	.....	.....	129 40	300 00	2,498 25
Totals.....		\$1,315,468 72	\$409,006 28	\$106,910 89	\$71,877 50	\$325,799 86	\$1,547,041 78

All warrants in Class 46 charged to the reserve fund have been stamped "Not paid for want of funds."

BOND INVESTMENTS OF RESERVE FUND ON SEPT. 30, 1916.

These reserves are held to secure the maintenance of pensions.

School Bonds—

County	District No.	In- terest	Term Years	Amount	
Asotin	25	5 %	20	\$16,000 00	
Clallam	7	5 %	20	34,000 00	
Clarke	6	4½ %	20	100,000 00	
Cowlitz	36	5 %	20	27,000 00	
Grays Harbor.....	28	4½ %	20	90,000 00	
King	161	5 %	15	10,000 00	
King	49	5½ %	5	3,000 00	
King	1	4½ %	20	200,000 00	
Lewis	10	5½ %	5	3,000 00	
Okanogan	17-E	5 %	20	22,000 00	
Okanogan	17-D	5 %	20	2,800 00	
Pacific	32	4½ %	20	75,000 00	
Pierce	105	5½ %	5	1,000 00	
Pend Oreille	2	5 %	20	20,000 00	
Spokane	40	5 %	20	10,000 00	
Spokane	88	5 %	20	6,500 00	
Whatcom	82	5 %	15	11,000 00	
Whitman	1-D	5½ %	20	10,000 00	
Yakima	14	5 %	20	11,500 00	
Yakima	96	5 %	20	9,000 00	\$661,800 00

Municipal—

Centralia	5	%	20	\$75,000 00	
Elma	6	%	10	8,300 00	
North Yakima	5	%	20	5,000 00	
Oroville (water works).....	6	%	20	6,500 00	
Oroville (warrant ind.)	6	%	20	2,000 00	
Wenatchee (water bonds)	5½ %	20	27,000 00		
Wenatchee (water bonds)	5½ %	20	15,500 00		
White Salmon	6	%	20	9,000 00	148,300 00

Counties—

Clallam	5	%	20	\$365,000 00	
Snohomish (road bonds)	4½ %	20	300,000 00		665,000 00

Miscellaneous—

Port of Seattle:

East Waterway Improvement....	4½ %	20	\$22,000 00		
East Waterway Improvement (No. 2 gold bonds)	5 %	20-30	50,000 00		
Lake Washington Improvement..	4½ %	20	13,000 00		
Central Waterfront Improvement	4½ %	20	16,000 00		
Smith's Cove	4½ %	20	32,000 00		133,000 00

Total Bond Investment.....\$1,608,100 00

Average rate of interest earned, 4.7652%.

SUMMARY OF ACCIDENT FUND.

Balance in the Fund October 1, 1915.....	\$474,833 10	
Total contributions for the year ending September 30, 1916.....	\$1,222,679 90	
Interest on daily balances.....	8,519 21	
Return to the Accident Fund from Reserve Fund account remarriage or cessation of dependency	103,910 89	
Total	\$1,335,110 00	
Less refund of excess contributions.....	23,259 66	1,311,850 34
Total receipts		\$1,786,683 44
Claims paid—Year ending Sept. 30, 1916....	\$960,948 94	
Reserves set aside to secure pensions.....	469,906 28	1,430,855 22
Balance		\$355,828 22

SUMMARY OF RESERVE FUND.

Balance in Fund October 1, 1915.....	\$1,315,468 72	
Total awards—Year ending Sept. 30, 1916..	\$469,906 28	
Interest received	71,377 50	541,283 78
Total		\$1,856,752 50
Pensions paid—Year ending Sept. 30, 1916..	\$205,799 83	
Return to Accident Fund account remarriages or cessation of dependency.....	103,910 89	309,710 72
Balance in Fund Sept. 30, 1916.....		\$1,547,041 78

CASH FUND.

Accident Fund balance.....	\$355,828 22	
Reserve Fund balance.....	1,547,041 78	\$1,902,870 00
Invested in bonds to secure reserves.....		1,608,100 00
Net cash balance.....		\$294,770 00

STATEMENT OF ADMINISTRATION EXPENSES.

From October 1, 1915, to September 30, 1916.

Salaries—Commissioners	\$10,800 00
Salary—Chief Medical Advisor.....	3,000 00
Salaries—All others	62,094 54
Transportation	6,734 08
Hotels, meals, etc.	6,329 93
Stationery and office supplies.....	1,650 77
Postage	7,118 26
Telephone and Telegraph.....	1,222 14
Printing	3,939 19
Court costs	2,626 30
Rents	1,948 00
Office furniture and equipment.....	987 95
Physicians and special examiners.....	5,315 25
General expenses	1,405 59
Total.....	\$115,172 00

STATEMENT OF RECEIPTS AND EXPENSES.

From June 7, 1911, to September 30, 1916, by Fiscal Years.

	Receipts	Expenses
June 7, 1911, to September 30, 1912.....	\$980,445 75	\$107,868 08
October 1, 1912, to September 30, 1913....	1,604,093 05	102,211 70
October 1, 1913, to September 30, 1914....	1,647,772 49	106,948 15
October 1, 1914, to September 30, 1915....	1,289,070 05	113,352 90
October 1, 1915, to September 30, 1916....	1,302,576 61	115,172 00
Total.....	\$6,823,957 95	\$545,552 83

RATIO OF EXPENSE TO TOTAL RECEIPTS.

June 7, 1911, to September 30, 1916.....	7.99 per cent
April 1, 1913, to September 30, 1916.....	8.61 per cent
October 1, 1915, to September 30, 1916.....	8.84 per cent

The law requires the state to pay the entire cost of administration of the Industrial Insurance Department, leaving the whole amount paid in by the employers to be devoted to the payment of awards for injuries.

The following changes affecting the classifications have been ordered by the Department:

All employes of cities connected with the cleaning of streets, the flushing of sewers and catch basins and all other city employees other than those engaged in office work, are engaged in extra hazardous employment and should be listed in Class 8 at a basic rate of 2 per cent.

The occupation of blacksmiths and repair men in automobile garages was declared to be extra hazardous and should be listed in Class 34 at a basic rate of 2 per cent.

School districts employing instructors in manual training departments where power driven machinery is used should be required to pay contribution upon the wages paid to said instructors.

Operations of retail meat markets where power driven machinery is used are declared extra hazardous and all employees of markets such as meat cutters, drivers, etc., with the exception of the office force are declared within the scope of the Workmen's Compensation Act.

The occupation of stitching and tufting mattresses is declared to be extra hazardous and to come within the scope of the Workmen's Compensation Act. Contribution should be

made upon such occupation and should be listed in Class 38 at 1½ per cent.

Workmen engaged in washing windows in buildings of two stories or more in height such as apartment houses, hotels, business blocks and other like structures, and the washing of the exterior of such buildings is declared to be extra hazardous and such operations should be listed in Class 5 at 5 per cent.

The following changes affecting the rates have been ordered by the Department:

Land clearing with or without blasting to be transferred to Class 7 at a basic rate of 5 per cent.

Interior decorating, consisting of inside painting, frescoing, kalsomining, to be listed in Class 5 at a basic rate of 1½ per cent. This does not apply to inside casing, paneling or laying of floors, such work to be listed under the head of carpenter work.

Well drilling, Class 1 at 3 per cent.

Plumbing, lathing, plastering and paper hanging, Class 5 at 1½ per cent.

Installation of electric apparatus in buildings; electric wiring and house heating or ventilating systems, Class 6 at 1½ per cent.

Quarries, stone cutting and mines other than coal, Class 17 at 5 per cent.

Operations of salmon canneries, canning of fish and manufacture of fish oil, Class 33 at 2 per cent.

Manufacture of brick and tile, fire clay and pottery, glass and fuel briquettes, earthenware and porcelain, Class 35, at 1½ per cent.

That the basic rate on stock yards, Class 43, be reduced to 2 per cent.

Class 10, that the basic rate on itinerant wood saw operations be listed at 5 per cent.

Class 7, grading of logging railways with or without blasting, be reduced to 2½ per cent.

Class 17, stone crushing, be raised to 5 per cent.

Class 34, glass beveling, reduced to 2 per cent.

REPORT OF MEDICAL ADVISOR

It would be futile to attempt to portray in words the important position that the Medical Division of the Industrial Insurance Department serves in the administration of the Workmen's Compensation Act. Every avenue of medical research is here brought into play, essentially for the purpose of establishing a correct basis for the proper adjudication of claims by the Commission.

In conducting the work in this division of the Department, every case which involves close pathological or surgical questions comes before it for special examination, and its findings form the basis for any award that may be made, especially all cases where permanent partial or total disabilities are involved.

While only a small percentage of the total number of claimants appear at the Olympia office to be specially examined, the majority of cases being referred to special examiners located at different points in the state most convenient to the injured workman, every medical report submitted by these special medical examiners is carefully scrutinized by the Chief Medical Advisor before the claim is finally passed to the Commission for final determination.

In order to properly safeguard the Department against fraudulent claims it became evident during the month of November, 1915, that it was necessary to have a check on claims with regard to signatures, and the only signature in a claim that can be checked to any advantage is the signature of the attending physician. Communications were therefore sent to all of the practicing physicians in the state making request that they furnish the Department with a sample of their handwriting; also their autograph signature. Cards were supplied for this purpose, and the requests were responded to by all of the doctors of the state at that time, also a large percentage of the physicians practicing in Portland and other Oregon cities near the Wash-

ington line, such as Astoria and The Dalles; also cities in Idaho and along the British Columbia boundary line.

Since that time the Medical Division has carefully checked all physicians' signatures to medical reports on Form 23 provided for that purpose. If a report is received from a physician whose signature is not on file, a card is immediately sent to him with a request to fill it out and return to this Department. In cases where the secretary of the physician is authorized to sign his name, we require the secretary's signature also to be on file, so that it may also be compared and checked.

The matter of obtaining signatures of claimants or employers for the purpose of safeguarding against fraud is obviously impossible from the fact that the employers' reports are usually signed by the foreman, secretary, or almost anyone connected with the company who may be authorized to do so. Through this system of checking the signatures of attending physicians, the Department feels amply secure that no claim of a fraudulent nature can pass through the Department without detection.

As a further precaution against fraud the Commission requests the physicians to mail all reports whether the original report on form 23 or monthly "condition reports" direct to the Commission and not turn same over to the claimant or employer for mailing. We have available a supply of self-addressed stamped envelopes which will be forwarded to any physician on request.

We recently received a letter from a physician requesting a copy of his original report on a certain case. He advised that he had turned same over to the claimant for mailing at the request of the claimant. His later request for a copy of the report was simply to determine whether or not it had been changed after it left his hands. The physician advises that he knows of instances where this scheme has been worked.

Another safeguard that has been added to the Department for the purpose of detecting cases where permanent partial disability awards have been made in connection with a previous accident to the claimant is that of a ledger alphabetically ar-

ranged, in which is recorded all permanent partial disability awards thus made since the Workmen's Compensation Act first came into operation. In case of a second injury resulting in a permanent partial disability, this Record is referred to in each case to determine whether an award has been made for a previous disability and the amount so paid. The compilation of this permanent partial disability ledger was a considerable task, since it necessitated the examination of every claim that has been filed since the law became effective, in order to secure the correct data for recording. This system will insure the Commission against allowing permanent partial disability awards in excess of the maximum of \$1,500.00 in any one case, as provided by law, which specifically states that all former awards must be taken into consideration. At the writing of this report the ledger has not been wholly completed, but this will be done by the first of the year, and from then on entries will be made daily as permanent partial disability cases arise.

Fractures.

This year we completed 14,818 Temporary Total Disability and 22 Permanent Total Disability claims. Of this number of injuries there were 1,664 fractures. A complete list of these fractures may be seen by referring to Table No. 33 in the Statistical Division of this report. It will be noted that the leg below the knee appears first in the list with 277. There were 93 disabilities having an average time loss of 21 weeks.

Fractures involving the femur number thirty-nine, thirty-three of which resulted in permanent disability. The average time loss resulting in each case from a fractured femur was 39 weeks. There were thirty-three fractures involving the humerus, twenty-two of which resulted in permanent disabilities, and the average time loss in each case was 19 weeks. There were 168 fractures of the forearm, forty of which resulted in permanent disabilities, the average time loss in each case being 11½ weeks. There were forty-nine fractures of the clavicle, ten of which resulted in permanent disabilities, with an average time loss in each case of 13½ weeks. There were twenty fractures involv-

ing the shoulder; seventeen fractures involving the pelvis, with permanent disabilities in seven cases; and twenty-three fractures of the skull not resulting fatally. By referring to Table No. 21 it will be noted that seventy-nine men were killed as a result of fracture of the skull. Of the twenty-three workmen receiving skull fractures and surviving, eleven have had more or less trouble as a result; the other twelve have completely recovered.

The amount of compensation paid as a result of fractures of all kinds during the year was \$250,065.30.

Amputations.

During the course of the year's work 423 cases involving amputations were adjudicated. By referring to Table No. 35 will be found a complete list of these amputations. The Workmen's Compensation Act provides for the payment of a lump sum in every case of amputation, the total amount paid out as a result of amputations, including permanent partial disability awards, during the year, being \$125,200.79. This is \$16,575.56 less than the amount paid out last year on 403 amputations, although the same schedule of rating has been followed, showing that the average amputation was not as severe.

Infection.

There were 1,029 cases of infection reported. By referring to Table No. 37 a complete list of these infections will be found. In addition to this list five deaths were caused from infection, which were payable under the Act. It will be noted that there were fifty-nine infections of the eye, fourteen of which resulted in permanent disability of more or less degree, and which required awards to the amount of \$10,446.25. Attention is called to Table No. 38, which classifies infection in regard to the manner of infliction. This table shows that 480, or nearly one-half the number of these 1,029 cases were puncture wounds, showing the necessity for free drainage.

Scalds and Burns

There were 345 cases of scalds and burns reported, 14 of which resulted in permanent partial disabilities. It is interesting

to note the number of burns to the eye, which was forty-four. These as a rule were caused by some flying substance, such as hot metal, acid, steel, sliver, etc. A complete list of these cases is shown in Table No. 36.

Cuts.

There were 2,993 cuts of various kinds, which are shown in Table No. 30. Of this number 209 resulted in permanent disabilities in various degrees. It will be observed that cuts are a considerable element of cost in compensation awards, the total amount paid out during the year being \$105,231.01.

Sprains.

There were 1,704 sprains of various kinds reported, a complete list of which will be found by referring to Table No. 32. Attention is called to the fact that the largest number of these sprains, or 444, involved the ankle. There were fifteen cases of disability resulting which proved to be fractures.

Puncture Wounds.

There were 628 puncture wounds reported, a list of which will be found by referring to Table No. 31. By referring to Infection Table No. 38 it will be found that 480 of these puncture wounds resulted in an infection, this being seventy-six percent of the total number. Next in importance is the fact that forty-four of these punctures involved the eye.

Bruises.

There were 5,379 bruises reported, 168 of which resulted in permanent disabilities. A complete record of these cases will be found by referring to Table No. 29.

Dislocation.

There were 160 dislocations reported, thirty-two of which resulted in permanent disabilities. Dislocations of the shoulder occupy first place, numbering forty-eight, the knee second with nineteen, the thumb third with seventeen, and wrist fourth. A complete list of dislocations may be found by referring to Table No. 34.

Unclassified and Multiple Injuries.

There were 493 unclassified and multiple injuries, a complete list of which will be found in Table No. 39. Among these were hernia cases as follows:

Inguinal Hernia (single).....	92
Inguinal Hernia (double).....	5
Hernia (femoral)	2
Hernia (strangulated)	1

All these cases, with the exception of one, submitted to operations. Three of the cases recurred and required re-operations. One became badly infected and healed by granulation, later developing an abscess at the site of operation, a general peritonitis following. During the course of this year's work, two ruptured urethras have been reported, and these have been very troublesome. Also there have been two cases reported of injury to the kidneys, where a kidney was removed as a result of trauma. These cases are described below.

Kidney Removed by Operation.

Laborer, 29 years of age, was injured September 16th, 1913, by being struck in the abdomen by a fall, rupturing right kidney. He was operated and kidney removed. Following this the wound in back at site of operation continued to discharge pus. This sinus continued to discharge until March 15th, 1915, and at that time he was reoperated. Following the operation it still continued to discharge, until about February 16th, 1916, the sinus closed and the man's general condition improved.

We then had this man thoroughly gone over to determine whether the remaining kidney was doing the work of the two and to find out his general condition. We found that the amount of urine voided in twenty-four hours was 1,550 CC. It was found to contain albumin; urea, 28.25 grams; uric acid, .50 grams; indican, trace; ammonia, trace. Upon this finding of elimination it showed that the other kidney was sufficient to carry on the body metabolism and possessed sufficient secretory capacity to carry out the work of both kidneys at that time; but micro-

scopic examination of urine showed pus cells and some blood, but not sufficient to account for all the albumin. There were no casts found.

Within a month's time, however, he called at a physician's office, complaining of more or less pain all over his body with some pain in the groin on the right side. At that time there was apparently no tumor and his temperature was normal. Three days following that, however, he was chilly and had a temperature of 101.8. There was a swelling apparent over the site of old scar, which fluctuated, and on being opened about an ounce and a half of pus was found which seemed to be under considerable pressure and which seemed to come from the same old sinus. Up to the present time, October 11th, 1916, this condition has continued, abscess still draining about the same as for the last few months. He is pale and anemic, and the discharge has been better and worse.

He attempted to do some light work recently. Following this the discharge was increased. At the present time the discharge is slight. Present indications are that unless he has more thorough operative procedure, he will continue to have trouble. The prognosis is not good.

Kidney Removed by Operation.

A logger, thirty-one years old, fell and as a result sustained a rupture of the left kidney. This happened April 30th, 1915. On April 26th, 1916, we had this man come here to test out the efficiency of kidney. We found that in twenty-four hours he was passing 1,650 CC. of urine with a slight trace of albumin. This twenty-four hour specimen contained urea, 29.50 grams; uric acid, .30 grams; chlorides, 18 grams; phosphates, four grams; sulphates, three grams; indican, trace; ammonia, none. Methylene blue was injected and color appeared in forty-five minutes after injection. From this examination it was concluded that the one kidney was sufficient to carry on the body metabolism, although the appearance of the methylene blue was slightly delayed. The small trace of albumin was found to be

pure sero albumin, and it is most likely due to increased pressure in the kidney itself. This would naturally follow the removal of one kidney. The general appearance was good and he was of an optimistic turn of mind and had taken up a different form of work. He was paid a permanent partial disability award and claim closed. We have heard nothing from him since that time.

Summary of All Injuries.

A complete list of all injuries will be found by referring to Table No. 41. Of the total number of 14,818 injuries, 1,381 resulted in permanent partial disabilities. It will be noted that the percentage of disabilities to the eye is very large, there being 516 of such injuries resulting in 100 cases of disability. The total amount of all awards allowed in cases of eye injuries was \$79,803.30. The average award for compensation for time loss to each workman was 26.35 days.

For a summary of all injuries, refer to Table No. 40. This gives the number of injuries in their proper classification, total number of working days lost, average duration, amount of compensation for time loss, and number of permanent partial disability awards, and the total amounts paid. The total cost of these 14,818 temporary total disabilities including permanent partial disabilities to the Accident Fund was \$925,827.27. These figures do not include the number of deaths and the amount of pension awards.

Fractures of Long Bones.

A complete summary of fractures to long bones which were reported during the years 1914, 1915, and 1916, will be found by referring to Table No. 42. Obviously no comment is made in regard to this table, which is printed especially for what it may be worth as a matter of analysis by the medical profession. A summary of same will be found by referring to Table No. 43.

Cause of Death.

For immediate cause of death refer to Table No. 21; for remote cause of death refer to Table No. 22.

Tuberculosis.

This disease continues to be one of the most perplexing conditions which complicates injury cases. It is also the cause of a great many claims being filed for compensation which have no connection whatever with an injury resulting from an accident. Below we cite a typical case.

A woman twenty-six years of age had been employed in a paper-box factory for three and one-half years, during which time she had been engaged in running a machine the treadle of which was operated by her foot. There was no accident resulting in an injury, but her foot became sore and swollen. This she attributed to the fact that she was required to use her foot on the treadle of the machine. She quit work and in the course of a few months it became evident that the metatarsal bones of her foot were involved in a tubercular condition which had no connection whatever with any accident, and under the terms of the Compensation Act no compensation could be paid.

Example of Some Claims Filed.

A workman, nineteen years of age, working in a lumber yard, claimed strain of back July 31st, 1915. He went to a physician who reported acute traumatic lumbago, and in October it was reported that his strained back had also affected his eye. The following paragraphs are quoted from this claim:

"September 20th. This man has now an extensive phlebitis of the retinal vessels, many minute hemorrhages, some rather large hemorrhages, and much exudative deposit along the course of the vessels. He has a negative Wasserman; denies recent infection. Sources of infection might be ethmoids or sphenoids; these are negative. The tonsils, mouth, spleen, and endocarditis are negative. A colitis could cause this via the liver."

"September 21st. Temperature 101; pulse 120; bowels very free; blood and mucuous stools; urine scanty. Twenty-four hours later reported urinal examination, albumin decreasing, hyalin and cylindrical casts, pus cells. Blood decreased slightly; increase in leucocyte count. Diagnosis, retinitis albuminurica with a tendency more towards hemorrhage than a retinal change and acute nephritis."

On November 8th his urine was negative. His vision was clearing with 9-10 each eye, but at site of hemorrhages he had small areas of blindness.

This boy was examined November 27th. There were no objective signs or symptoms of injury to back, nor there never were any other than subjective symptoms. At that time his vision in right eye was 20-20, in left eye 20-30. Urine examination was free of albumin and no sugar.

The claimant in this case was allowed \$120.00 compensation for time loss of 104 days. Without other complications entering into the case it may be said that this was entirely too long a time to recover from a strained back, and the allowance for compensation therefore was objected to by his employer. Cases of this kind are, however, difficult to properly determine, owing to other conditions which in fact have no relative bearing on the injury; yet to a great extent they incapacitate the workman while he is recovering from the real injury. In this case the Commission did not admit the eye or kidney condition as being in any degree the result of the accident.

About this time the family took up the correspondence, decrying every physician that had anything to do with the boy, also the Commission and everyone else concerned, saying that the physician first told them that in the absence of any specific lesion or tubercular condition, the eye trouble would have to be attributed to the strain; and then later this same physician told them that it was due to Bright's disease.

On July 25th, 1916, they sent in a petition stating that as a result of the injury the hemorrhage in the eyes had returned and he had practically lost the sight of one eye and the other one was weakened, and that he was wholly unable to work as a result of same. The Commission after thoroughly going over the claim denied the petition for reopening, as a complete investigation of the file and the various reports of physicians showed that there was no connection between the accident, as alleged, and the condition of the eyes and kidney found. On receipt of this notice they filed an appeal which has not yet been heard in the court.

Death from Chronic Nephritis and Heart Disease.

The following claim is mentioned as a typical illustration of some of the cases that are filed with the Department, a clear understanding of which can be gleaned from the synopsis of evidence which was produced in court at the hearing of the appeal of the case from the Commission's findings. It was claimed that this man died of septicemia, and attention is called to the evidence concerning the autopsy—spleen not enlarged. The claim was rejected by the Commission on the ground that the cause of death was not the result of an accident as claimed. An appeal was taken from this decision, and the case was heard in the superior court, the judge rendering a decision which sustained the findings of the Commission, that death was not the result of the accident. Following is a summary of the evidence in the case:

On a day late in November the patient, a millwright fifty-four years old, sustained a lacerated wound on the scrotum by tearing the skin, not a punctured wound, by slipping or falling against some brush in the logging camp where he worked as pump man. He did not report the wound to his employer or to anyone at the camp, but quit work about two days later, stating to his employer that his reason for leaving was illness from dropsy. At that time his face was swollen and he had trouble in breathing on slight exertion.

The wound received no attention from any physician for eleven days but was dressed several times in the course of the first week at home by his son. He made no complaint of pain or tenderness. Eleven days after the accident he went to a physician for treatment of the wound. The physician found the edges of the torn flap of skin were sloughing and he cleansed the wound and dressed it with antiseptics. There was then no evidence of any infection.

Seventeen days later the patient consulted another physician for shortness of breath and weakness. The examination by the latter showed hypertrophy of the heart, irregular pulse, aortic regurgitation, arterio sclerosis, dyspnea, edema of the feet and dilation of the superficial veins across the abdomen at the lower border of the ribs. Examination of the patient's urine showed albumen and granular casts leucocytes and red blood cells. The patient stated at that time that he had received a wound in the scrotum four weeks earlier but that it had completely healed and he requested the physician to report that fact to the Industrial Insurance Department. The patient's temperature was normal.

During the following seventeen days the patient lived in a rooming house, was not confined to his bed and ate three full meals daily. On the 17th day after the examination last mentioned and five weeks after the date of the injury to the scrotum the patient entered a hospital, where he remained nine days, until the day of his death. Upon entering the hospital he was given treatment of cardiac stimulants. The dyspnea did not yield to treatment and the patient was kept propped up in bed to facilitate breathing. He was delirious on several nights. Edema of the face and feet was marked during the nine days in the hospital. Within two or three days after he entered the hospital bronchitis developed. The patient's temperature varied from normal to ninety-nine degrees during the first three days and during the following week to the time of his death, an intermittent fever followed, the temperature varying from normal or slightly subnormal to 101.6 at maximum.

At the time the patient entered the hospital the attending physician, by auscultation, found a few scattered moist rales over both lungs. These rales gradually increased, especially over the posterior region and base of the lungs, and this condition gradually became worse up to the time of his death. There was, however, no evidence of consolidation.

While the patient was in the hospital the physician examined the wound on the scrotum and found it was perfectly healed. He also examined the inguinal glands by palpation and found no swelling or tenderness. The patient's pulse was at all times weak and irregular and at times during the last two days of his life was too faint to be counted. On the 9th day after entering the hospital he died.

Two days later an autopsy was performed and the following conditions were found: On section of the lungs compression produced an oozing of a pus-like fluid from the cut surface. No microscopic examination of this fluid was made. The heart was enlarged to twice normal size; the aortic valve was very hard, with calcareous deposit; the other valves appeared normal. The spleen was reddish in color and not enlarged. The kidneys were enlarged and the right kidney was about a third larger than the left. The capsules stripped fairly easily. The cortex was rough and nodular. The intestines and appendix were normal except that in the lower abdomen there was about a quart of serous fluid. The bladder, urethra and testicles were normal. The inguinal glands could not be palpated.

Leprosy.

This was the case of a Greek laborer, thirty years of age, who met with an accident and had his foot caught between falling lumber in a saw mill, which resulted in a fracture of the astragalus and a dislocation of the scaphoid of the left foot, this being clearly shown by an X-ray picture made of his foot.

The accident happened on February 25, 1916, and the injured workman was confined to the hospital for a considerable length of time, being under the care of two physicians. On August 16th, 1916, he appeared before the Commisison with an interpreter and was given a special examination.

Upon inspection he was found to have a nodular appearance which had developed around his nose, a sort of a peculiar growth, and both feet also were enlarged. The soft tissues were much thickened and extended upward almost to the knees. The gastrocnemius muscle especially seemed to be enlarged and thickened. The skin was discolored, and there were hard nodules along same. There were also hard nodules underneath the skin on his face, and a few scattered about his body. The claimant was sent to Seattle for the purpose of having a diagnosis made, and his general condition proved to be that of leprosy, the case being turned over to the Seattle Health Department. Later the workman admitted that he had been employed more than twelve years ago by a man in Greece who was afflicted with leprosy.

Typhoid Fever.

This workman, twenty-nine years of age, claimed that on Septmber 4th, while he was cranking a car belonging to the company for which he was working, he strained his right hip. On September 6th he was examined by a physician and the diagnosis of typhoid fever was made. The fever having run its regular course, he was reported as able to work on February 18th, 1916. This claim was rejected on the ground that condition was not the result of the accident.

Another case was that of a workman thirty years of age, a teamster by occupation, who, while caring for his horses in the barn in the evening, was kicked by one of the horses, producing a compound fracture of tibia and fibula of left leg. The accident happened on April 15th, 1916. He received treatment in the hospital. The leg had united, and patient was up and around, having been down town on the Fourth of July, 1916, visiting a barber shop in company with another man who was

also a patient in the hospital. Upon returning to the hospital he complained of feeling bad, and this was later followed by a rising temperature. The diagnosis of typhoid fever was made, and on July 21st, 1916, he died as the result of a hemorrhage from the bowels. Owing to the fact that this man's fractured leg was practically well, having almost recovered sufficiently to leave the hospital, and that he died of hemorrhage as a result of typhoid, claim was made by his dependents for compensation, but this was denied by the Commission on the grounds that his death was not caused by the accident. Appeal from the decision of the Commission was taken in the case, which is now pending in the superior court.

Cerebral Hemorrhage.

A workman sixty-three years of age met with an accident on May 3d, 1916, sustaining an injury to his leg which laid him up for fifteen days, at the end of which time he was able to return to work. On the morning of the 22d of the same month, while on board a car on the logging train waiting for it to start to the woods, he suddenly fell off unconscious, and was carried to the cabin. It was found upon examination that he had suffered a paralytic stroke involving the right arm and leg. Owing to the fact that this man was not doing any work at the time this cerebral hemorrhage came on, and that it was not connected with any accident, the Commission held that the rupture of the blood vessel followed by paralysis was not an accident within the meaning of the Compensation Act. Therefore compensation was denied.

In this connection it is a matter of interest and analogy to cite a case of cerebral hemorrhage that came before the Industrial Accident Board of the state of Michigan, the claim having been rejected by the board, but upon appeal to the courts, the findings of the board were reversed and compensation ordered paid. This particular case is cited for the purpose of showing the line of demarcation in cases of this kind. It will be noted that in the case above mentioned, which was rejected by this Commission, the workman was not in the course of employment,

and was therefore not subject to any undue circumstances that would excite a condition which would result in the rupture of a blood vessel, while in the Michigan case it is clearly shown that the workman was working under conditions that could be attributed as the exciting cause.

In the Michigan case applicant suffered paralysis of one side of his body, caused by cerebral hemorrhage. The testimony tended to show that applicant was working in a room where the temperature was unusually high, and that heat tempered with over-exertion was the cause of the rupture in the brain and the resulting paralysis; arterial sclerosis being a contributing cause. The following is quoted from the report of the Michigan Industrial Accident Board relative to the case:

The evidence fairly tends to show that the paralysis resulted from the rupture of a small blood vessel in the brain. We say "small" because the paralysis was gradual, being first noticed by the dropping of a flask from the hand, later on by inability to use his arm, and still later by the paralysis of one side of the body. The work which applicant was doing was making bouillon from beef by boiling and certain other processes in a room and with retorts and appliances maintained for that purpose by respondent. The weather was hot and an extra amount of bouillon was made that week, so as to have enough to meet the demands of the plant while the apparatus was being transferred to a new room which was to be equipped for such work. A high degree of heat was required in the process, and although the retorts were so constructed as to protect the operator as far as possible from the heat and steam, a considerable quantity of both escaped into the workroom at the times of making the various changes connected with the process. No visible accident occurred, and no event causing external violence to applicant's body. It was apparently conceded on the hearing that the cause of the paralysis was in the brain, the applicant contending that it was the rupture of a cerebral blood vessel, while the respondent contended that the paralysis resulted from the clogging of such vessel. The testimony on behalf of the applicant tended to show that on account of the condition of his arteries a cerebral hemorrhage was likely to result from the increased pressure caused by unusual heat and over-exertion, and that in the opinion of his experts such hemorrhage did occur, resulting finally in the total paralysis of one side of the body. Was it an accident within the meaning of the law, and did it arise out of and in the course of applicant's employment?

Under the doctrine laid down in the "Spanner Case," so-called, and also in other and later English cases, this would be an accident. In *Fenton v. J. Thorley & Co.*, 5 W. C. C. 4, the question of what constitutes

an accident is exhaustively discussed, Lord MacNaghten's opinion being in subsequent cases regarded as authority and this being regarded as a leading case. Lord MacNaghten's opinion is an able discussion of the principle involved and a review of the authorities. In the opinion of Lord Robertson on page 9 it is said: "In the present instance the man by an act of over-exertion broke the wall of his abdomen. Suppose the wheel had yielded and been broken by exactly the same act, surely the breakage would be rightly described as accidental."

In *McInnes v. Dunsmuir & Jackson, Ltd.*, 1 B. W. C. C. 226, it is held that where over-exertion brings on a cerebral hemorrhage and paralysis, it is an accident entitling the workman to compensation. The court say on page 229:

"It is the giving way of an artery causing effusion of blood on the brain, and I am unable to see any distinction between this kind of physiological injury resulting in disablement, and the kind of injury we had to consider in the case of Stewart."

On page 230 the court quotes from the Thorley case as follows:

"If a workman has suffered an injury by breaking a limb or by a rupture while he is trying to lift a weight too heavy for him, then, according to the ordinary use of language, one should say that that injury was caused by an accident which he met with while he was engaged at his work. I think the same rule of construction applies to the question before us, and that we should say that this man suffered from the bursting of a blood vessel while trying to lift a weight too heavy for him. That it might not have been heavy for a man whose arteries were in a sound condition is nothing to the purpose. In the condition in which this man's arteries were he was undertaking a work which was too great for him."

In *Ismay, Imrie & Company v. Williamson*, 1 B. W. C. C. 232, it is held that where a seaman died from a heat stroke while raking the fire, that it was an accident entitling him to compensation. This is a House of Lords case and follows the rule laid down in the Thorley case.

In *Johnson v. S. S. "Torrington"*, 3 B. W. C. C. 70, it was held that where a fireman working in the hold of a vessel under great heat and drinking large quantities of water had an apoplectic stroke, it was an accident within the meaning of the Compensation Law. The court treats the principle as established and holds that the determination of the case was a question of fact.

In *Hughes v. Clover Clayton & Co.*, 2 B. W. C. C. 17 (the Spanner case), the court say:

"Every man brings some disability with him. Any exertion or any external action which might have been entirely innocuous to a man in good health may produce most serious results to the workman bringing with him, as I have said, some disability. This man brought with him a disability of a serious nature—an aneurism—which I quite agree might have caused his death at some time or other without any exertion usual or unusual. But in this case we have this fact found that a

strain incurred by the workman in the ordinary discharge of his duties caused the rupture from which he died. As I read the decisions in the House of Lords, it is not open to this court to say that this is not an accident. It is impossible, I think, to read the judgment of Lord MacNaghten in *Fenton v. Thorley* * * * without seeing that this case is exactly and precisely within the language which he used. But if there were any doubt about that, the more recent decision of the House of Lords of *Ismay, Imrie & Co. v. Williamson* is really a much stronger case than this. In that case Lord Loreburn said: 'To my mind the weakness of the deceased which predisposed him to this form of attack is immaterial. The fact that a man who died from a heat-stroke which was by physical debility more likely than others so to suffer can have nothing to do with the question whether what befell him is to be regarded as an accident or not.' * * * 'If a workman in the reasonable performance of his duties sustains a physiological injury as a result of the work he is engaged in, this is an accident injury in the words of the statute.' "

In the case of *Broforst v. S. S. "Blomfield"*, VI B. W. C. C. 613, where a workman shoveling coal in the fire of a vessel had an apoplectic stroke which was found by the trial court to be due to the rupture of an artery in the brain which was attributed to heat and exertion, it was held that he was entitled to compensation and that the question was one of fact which the appellate court could not review.

From a careful examination of all the facts and evidence in the case, the board is of the opinion that the strain upon the weakened arteries of the applicant caused by over-exertion and excessive heat was more than they could stand and resulted in the rupture of a blood vessel in the brain, which was followed by a gradual effusion of blood resulting in the gradual paralysis, and finally disabling one side of the body.

Heart (Broken Compensation).

Another case, in illustration, upon which the above mentioned court decision has a bearing was that of a machinist's helper who was assisting in putting on a locomotive tire which weighed 700 pounds. The tire, after having been heated in the forge for the purpose of expansion, was being carried to the locomotive to be placed on the drivewheel. Six other workmen besides the claimant were carrying the tire over rough ground, when some of them suddenly stumbled, which precipitated a great part of the weight of the tire upon claimant. After this sudden strain, claimant was taken with severe pains in the breast over the region of the heart, and was unable to continue

at work, but remained in the camp that night, and the next morning consulted a physician. He was found to have tachycardia—broken compensation of heart with mitral insufficiency. Upon investigation it was found that he had been under the care of a physician for treatment for his heart condition for some five months prior to the time of lifting the tire.

From the fact that this man was in the course of employment, and that immediately following the lift he was subject to the attack it was clearly evident that the strain was the exciting cause of the condition, and the claim was therefore admitted for payment.

This case well illustrates the necessity for examination of employes to determine who are substandard or are suffering from chronic conditions that may be excited by some particular kind of work. Where such conditions are found, the workmen should not be required to do work that they are not physically capable of performing. It is a mistake to allow a man in this condition to make a heavy lift, such as this one was required to do.

Accidental Gunshot Injury.

A night watchman who was carrying a revolver in a holster under his arm, while in a stooping position permitted the gun to slip out of the holster, striking on the concrete floor. It was discharged, and the ball entered just to the left of the symphysis of the inferior maxillary, passing directly backward and coming out just at the left of the third cervical vertebra. This accident happened on July 7th, 1916.

The examination resulted in showing some peculiar conditions. Upon inspection slight atrophy was found over the left clavicle, and also over the left scapula. There was no atrophy in the deltoid or any other muscles of the shoulder, arm, or forearm. He had complete active motion in shoulder, elbow, and wrist. There was no wrist drop. There seemed to be no involvement of the circumflex or musculo-spiral nerve, but in examining the hand it was found that he had very little power to extend his thumb, and some lack of power in the extension of index

finger. It was also found that he had partial ptosis of left eyelid; vision in right eye 20-20; vision in left eye 20-70. It is a difficult matter to reconcile this apparent involvement of the radial nerve with no involvement of the musculo-spiral. The claim was admitted; compensation for time loss being allowed, and case is still pending.

Loss of Voice Due to Injury.

A faller, twenty-five years of age, while wedging a tree claims he was struck on anterior surface of neck by a piece of metal that flew from the sledge, or wedge, producing a cut about one and one-half inches long. Report of attending physician shows that a small piece of steel about the size of a dime was located by X-ray. This, however, was not found in the operation.

Two radiographs were made, including base of skull, entire cervical, and half of dorsal region, but we were unable to locate anything abnormal. Whereupon, a third radiograph was made, placing a small wire clip about the size of a pin beneath his neck so that the rays would have to pass through the cervical vertebra before it would make a shadow. On developing this plate the wire clip was very clear and distinct; but we were unable to detect the shadow of any other foreign substance in the plate.

This man, however, claimed complete loss of voice and would not speak above a whisper. To determine positively that a man under these conditions is making his best effort to use his vocal chords, is practically impossible. As this man had returned to work, it was determined that this case should be kept under observation for a short time to see what would be the outcome.

A workman, millwright, accidentally came in contact with a moving belt which tore the skin just below the right eye and down on the cheek. He was taken to a hospital and when dressing was applied, which covered the right eye, he said that he noticed that he could not see with his left eye. The case was treated and he was discharged from treatment 24 days after accident.

Upon being discharged from treatment we received a letter from the claimant, stating that he was nearly blind in one eye and the vision in the other eye was impaired. Upon receipt of this letter we sent him to an eye specialist for an examination. This examination revealed the fact that this man was practically blind in left eye, had only light perception, no improvement with glasses, and that the vitreous of this eye (the left) was found to be full of fine floating opacities; and was undoubtedly due to an old chronic change in the choroid, was not recent, and had no connection whatever with the accident received. Vision in right eye was 6-13. Examination revealed no signs of injury to right eye but that he had myopic astigmatism and on placing a -1.00 cylinder at 65 degrees, his vision in this eye was 6-10. We then sent this man to two other eye specialists, each one separately, and on getting these reports they were all of the same opinion.

Conclusion: That the lowered vision in the right eye is not due to the injury, but to a refractive error, and that the condition in the left eye is due to disease and can in no way be connected with the injury.

Fraudulent Claims.

A man who was fireman on a donkey engine went to a physician February 8, 1913, stating that he had received an injury to left eye three days before that time. The doctor told him to come here for examination, but he did not come until February 11, 1913.

He said that his work was that of firing a donkey engine, and his statement at that time was that he was splitting wood and when striking a piece with the axe some dirt flew up and struck him in the eye, and that the engineer took the dirt out. He worked three days and then quit on account of pain in his head, but the eye did not pain him.

Upon examination we found no marks or scars on the cornea, sclera, or about the eyelids. The anterior chamber was perfectly clear, no hemorrhage or signs of any recent inflammatory con-

dition. The crystalline lens was completely enveloped by cataract which at that time had undergone absorption until about half the lens was absorbed. The lens had some dark specks on the anterior surface. There was an anterior synechia and the pupil would not react to light. He was entirely blind in this eye and no examination could be made of the fundus. This condition was found six days after the accident, as claimed, and no evidence of acute inflammation, the lens already undergoing absorption. In my opinion it was impossible for this condition to have been the result of the eye being struck with dirt, which accident did not lay him off at the time but he was able to work three days following.

Later he filed a claim stating that the accident happened February 2, 1913, and that he was cleaning flues and got some dirt in his eye. Upon the filing of this claim we had the matter thoroly investigated. The investigation showed that some months prior to the time he claimed accident that he and a man living in Aberdeen had had a fight, and at that time he was badly beaten up, which injuries most likely brot on this condition.

We had him examined by another eye specialist at that time and he makes this statement: "The history of this man's case together with the fact that there never has been any evidence of wound leads me to believe that he has had this condition of the eye for an indefinite period, probably for years, and is using this dirt accident as a cause for claim." Upon this showing the claim was rejected.

On November 1, 1916, we received a letter from claimant, stating that two years before he had an injury to his eye, that same had been bothering him, that on October 10th he had the eye removed, and that he wanted compensation for same. This petition for reopening was denied.

November 11, 1916, we received a statement from another physician, who states that the man claimed that a piece of steel struck him in the eye in May, 1913, and that he now has glaucoma as a result of that injury.

This case shows the great necessity for a good memory with regard to claims, so that things of this kind may be picked up, as more and more of them are coming before the Commission as time goes on.

Attempted Fraud Discovered by Physician.

A laborer on his first day working for a company went to work at 8 o'clock and at 8:45 claimed that he slipped and fell on a concrete floor and was bleeding from the ear. The company took this man immediately to a physician's office. The man appeared to be quite nervous and claimed that the right side of his head had struck the pavement and apparently blood was coming from his left ear.

The doctor took a headlight and speculum preparatory to examining the ear. The patient made a strenuous protest on having the ear examined, claiming that the physician would hurt him, but the doctor insisted upon an examination. He found the ear drum intact and no abrasion of the skin, and being attracted by the peculiar color of the blood he determined to make a closer examination. He scraped off some of the color material, making a smear. An examination under a microscope, and otherwise, demonstrated it to be an aniline preparation.

Now from the fact that this man had just begun work and had only worked three quarters of an hour and from the showing herein, it certainly appears to have been a deliberate attempt at fraud. Had it not been for the prompt action of the company in sending this man to the physician and the physician's prompt action, this case would have probably gone down as a fracture of the base of the skull with hemorrhage from the ear.

The case terminated abruptly, the company asking him to sign a release and while they were preparing the same he slipped out of the room and disappeared.

J. W. MOWELL, M. D.

Chief Medical Advisor.

CLAIM DIVISION

For the fiscal year ending September 30th, 1916, there were 19,494 accidents reported, an average of 1,625 per month. This was an increase of 50 per cent or 6,332 accidents more than the previous fiscal year ending September 30th, 1915. The largest number of claims received in any one month since the beginning of operation of the Workmen's Compensation Act was for the month of August, 1916, with 2,120 claims reported, an average of 81.5 per work day. Prior to this year the largest number received in any one month was 1,619 for the month of May, 1913.

Fatal accidents reported for this year numbered 314, or an average of 26.2 claims per month. The largest number in any one month was forty-five for the month of November, 1915. Of this number, thirty-one were from the Ravensdale mine disaster. The total number of fatal accidents for the five years' operation of the Act was 1,503, or a monthly average of twenty-five.

A detailed statement of the claims received and adjudicated each month of the fiscal year ending September 30th, 1916, is shown in the Claim Division Table No. 1. A comparative statement for each fiscal year's operations since the beginning of the Workmen's Compensation Act on October 1st, 1911, is shown in the Claim Division Table No. 2.

The volume of work has increased practically two-fold over that of previous years. This by reason of the large increase in the number of accidents reported and additional requirements now necessary to perfect claims so that the Accident Fund may be fully protected. The Claim Division now receives and disburses an average of over one thousand pieces of mail daily. This in itself is a fair criterion of the immense volume of work necessary to the proper conduct of the Claim Division.

Printed forms of notices, applications, and all information blanks required by the rules of the Department are furnished

on request by the Commission. Such forms must be used in all cases where they are prescribed. The mailing of these reports is in itself a great deal of work and incurs a considerable item of expense.

Filing of Claims.

To complete a claim for compensation three reports are essential, namely: Employer's Report of Accident (Form 21), Attending Physician's Report (Form 23), and the Workman's Claim for Compensation (Form 22). As soon as any one of the above reports is received by the Department it is assigned a number and held in the assembly files until all the necessary reports to complete the files have been received. If the required reports are not forthcoming promptly, follow-up requests are made for those lacking to complete the claim.

After all reports are received, the files are examined as to the facts, so that they may be considered upon their merits. Compensation is payable whenever the four following facts appear conclusive:

1. That the business of the employer is within the scope of the Act.
2. That the employe was injured, and as a result of such injury is disabled from work. The disability must be established by medical proof of attending physician, as required by section 12 of the Workmen's Compensation Act.
3. That such injury occurred during the course of employment, which was extra-hazardous in nature.
4. That such injury was not caused by wilful misconduct. Otherwise the question of fault is no factor. If the workman was injured while in the course of employment it is sufficient that the industry caused the injury.

Whenever any accident occurs to any workman it shall be the duty of such workman or someone in his behalf to forthwith report the accident to his employer, superintendent, or foreman in charge of the work, and of the employer to at once report such accident and the injury resulting therefrom to the Department.

Upon receipt of Employer's Report of Accident, an acknowledgment of claim and assignment of number is made to the

employer on a return postcard (Form 66). To protect the Accident Fund and prevent fraud, this card requires that the return postcard be signed by some member of the firm and returned to this Department, and if the report of accident which has been filed with the Department is not genuine and correct the employer is instructed to advise us at once.

A request is also made of the employer that we be advised when the injured workman returns to work. If the employers would promptly advise this Department at such time as a claimant is able to resume work or has returned to work it would eliminate forty per cent of the delays in making awards.

In reporting accidents all questions on the blanks prescribed must be suitably answered in each report. The mere filling in of part of the blank does not constitute a report and will not be accepted. The fundamental rule everywhere in the matter of reports is that all questions must be answered. The person making the report is not at liberty to select a few of the matters or to decide for himself those that will remain unanswered. If in a few instances (and these instances should be few) it is impossible to give the answer, it should be so stated in the report.

Typewritten signatures will not be accepted, and all reports so signed will be returned for proper signatures. All Employer's Reports of Accidents should be signed by an officer or member of the firm. The signature of such officer must be accompanied by an appropriate designation of his official position or title.

Where a workman is entitled to compensation under this Act he shall file with the Department his application for such, together with the certificate of the physician who attended him.

Each claim received from an injured workman is acknowledged with general instructions of what is required to secure prompt adjustment of his claim. No application shall be valid or claim thereunder enforceable unless filed within one year after the day upon which the injury occurred, or the right thereto accrued.

The time loss from the disability, if temporary, or the character, if permanent, must be established by report of a licensed physician or surgeon. Under the law and rules of the Department, claim for compensation consists of the three reports mentioned above. These three forms are deemed absolutely essential in order to guard against collusion and fraud.

There are now coming to the Department many claims in which no physician's report appears. By referring to Table No. 3, "Claims Rejected," it will be noted there were 102 claims rejected for the reason that disability had not been established by medical proof of attending physician.

The practice of allowing claims without this report would open the way for collusion between employer and employe, and in a number of instances the Department has discovered and checked such fraud. We feel that unless we insist upon the report of attending physician that it deprives us of one important and effective check which the law expressly requires, and which experience has taught is necessary for the safe and efficient administration of the law. It is therefore the purpose of this Commission to require a strict compliance with this rule. There may be cases, however, wherein it is shown that no physician could be had or some other reason of equal force in which the rule might be relaxed.

The Commission desires and invites co-operation on the part of employers and attending physicians in the administration of the law, and particularly to this phase of the Act. It has a two-fold duty to perform; first, to give the workman all that he is entitled to under the law; and second, to guard the interests of the employer in the administration of the fund. We believe the enforcement of this rule will not tend to violate the first duty, and we know that it will tend to insure the fulfillment of the latter.

If the facts are insufficient to adjust at the time the three essential reports have been received, further investigation is made to determine all the facts in the case.

When the files are finally completed, computation is made by the Assistant Claim Agent, checked and verified by the Claim Agent, and submitted to the Commission for consideration upon their merits. Each and every claim is given consideration separately as to the merits of the case. Before an award can be made or claim rejected it requires the signatures of at least two Commissioners. All awards for Permanent Partial Disability require the approval of the Chief Medical Advisor.

If the injury sustained causes disability for less than a month, final settlement is made covering total time loss upon receipt of advice from the employer that claimant has resumed work, or from the attending physician that claimant is able to resume work. Vouchers are mailed to the workman for his signature, and when returned, properly signed, state warrant is issued and forwarded to the workman.

If the injury is such as to cause disability of more than a month, upon receipt of advice from the attending physician at the end of every thirty days from the date of accident compensation is allowed for monthly time loss, without the necessity of signing a voucher, which is required later, or when a final settlement is made.

At the time the award is made the employer is notified of the amount and the class to which same has been charged. Warrants are not delivered for a period of at least five days from date of Notice of Award to employer. This rule is for the purpose of allowing time for the employer to make any objections or present any additional information or facts that might change the status of the claim.

COMPENSATION SCHEDULE.

Awards for compensation are segregated under three sub-heads as follows: Permanent Total Disability, Temporary Total Disability, and Permanent Partial Disability.

Permanent Total Disability.

Permanent total disability means the loss of both legs or both arms, or one leg and one arm; total loss of eyesight;

paralysis, or other condition permanently incapacitating the workman from performing any work at any gainful occupation. Schedule of awards as follows:

If unmarried at the time of the injury, the sum of \$20.00 per month; if the workman have a wife or invalid husband, the sum of \$25.00; if the husband is not an invalid, the monthly payment of \$25.00 is reduced to \$15.00.

If the workman has a child or children under the age of sixteen, the monthly payment provided in the preceding paragraph shall be increased by \$5.00 for each child until such child shall have reached the age of sixteen, but the total monthly payment shall not exceed \$35.00 per month.

Temporary Total Disability.

When the total disability is only temporary, the schedule of payments in the preceding paragraphs shall apply so long as the total disability shall continue, increased fifty per cent for the first six months of such continuance, but in no case shall the *increase* operate to make the monthly payment exceed sixty per cent of the monthly wage (the daily wage multiplied by twenty-six) the workman was receiving at the time of his injury. No compensation is payable out of the Accident Fund unless the loss of earning power shall exceed five per cent (one and one-half days).

Compensation for Time Loss.

The following table shows the monthly awards allowed to injured workmen for time loss, which varies according to his conjugal status. The first column represents the minimum monthly awards; the second column, the compensation for one day based upon the minimum monthly award; the third column the maximum monthly awards, which is the minimum increased fifty per cent during the first six months' disability; the fourth column shows the compensation per day at the maximum amount; the fifth column represents the amount of wages the injured workman must have been earning at the time of the

injury to secure the full increase of fifty per cent, or the maximum monthly allowance for the first six months of disability.

	Minimum Awards		Maximum Awards		Wages Required to Secure Maximum Awards
	Per Month	Per Day	Per Month	Per Day	
Having an able-bodied husband.....	\$15 00	\$0 58	\$22 50	\$0 87	\$1 44
Unmarried	20 00	77	30 00	1 15	1 93
Having a wife or invalid husband.....	25 00	96	37 50	1 44	2 41
Having a wife or husband and one child under 16.....	30 00	1 15	45 00	1 73	2 89
Having a wife or husband and two or more children under 16.....	35 00	1 35	52 50	2 02	3 37

If the workman's wages were less than is required to secure the full increase of fifty per cent, or the maximum monthly award as shown in the above table, compensation is based upon sixty per cent of the monthly wage, provided same amounts to more than the minimum allowance, but in no case is the amount of compensation reduced below the minimum monthly award as shown above. The sixty per cent rule only applies as a limitation on the amount of increase in the minimum monthly awards during the first six months' disability. For instance, in a given case where the workman is unmarried at the time of the injury, his wage amounting to \$1.00 per day, he would be entitled to the minimum of \$20.00 per month, notwithstanding the fact that this amount is more than sixty per cent of his wages. If his wage at the time of the injury was \$1.93, or more, he would be entitled to the full increase of fifty per cent, or \$30.00 per month. If his wages were less than \$1.93 per day, compensation would then be computed on a basis of 60 per cent of the daily wage, the monthly allowance, however, not to be less than \$20.00.

There seems to be considerable misunderstanding among the workmen and a great number of the employers who believe that the injured workman should receive in all cases sixty per cent of the wages he was earning at the time of the accident. From the foregoing table it will be noted that there is a minimum

and a maximum, which is governed by the conjugal status of the workman at the time he received the injury.

Section 5 (d) of the Workmen's Compensation Act provides that so long as the present earning power is only partially restored the payments shall continue in the proportion which the new earning power shall bear to the old.

An employe who is recovering from an injury, and who has recovered so far that the disability is only partial, cannot reasonably be required in his partially disabled condition to go among strangers looking for work. Such requirements would not be reasonable, and the probability of obtaining work if required to so seek it would be very remote. On the other hand, if his employer has work suitable for him to perform in his partially disabled condition, and which he could do without causing suffering or inconvenience, and offers to give him such work, then it is the duty of such an employe to accept the work tendered, and thereby reduce the liability for compensation. Employers should recognize the importance, on the one hand, of helping the injured workman, and on the other of protecting the accident fund, by giving the workman some light work that he will be able to perform, as soon as he has recovered sufficiently to take up such work. If this rule would be generally followed by employers, it would obviate many difficulties that the Commission is confronted with in getting workmen to return to work, and especially would it tend to reduce malingering.

Permanent Partial Disability.

For any permanent partial disability resulting from the injury which causes an impairment of the earning capacity the workman shall receive compensation in a lump sum, in no case to exceed the sum of \$1,500.00, the maximum allowance under the Workmen's Compensation Act. The loss of one major arm at or above the elbow shall be deemed the maximum permanent partial disability. Compensation for any other permanent partial disability shall be in the proportion which the extent of such disability shall bear to the said maximum.

The scale for the maximum permanent partial disability is fixed at sixty degrees, which at \$25.00 a degree makes the maximum amount allowable under the Workmen's Compensation Act.

If the injured workman be under the age of twenty-one years and unmarried, the parent or parents shall also receive a lump sum equal to ten per cent of the amount awarded the minor workman for permanent partial disability.

All awards for permanent partial disability made under this section are according to the surgical scale of rating of the relative impairment of earning capacity. Previous wages or specialized value of lost members cannot be considered. Awards are not made until we have been furnished with surgical discharge and proofs that the injury has reached a fixed condition, as it is impossible to properly determine the amount of permanent partial disability before the injury has reached a final or fixed state.

Accident Defined.

Compensation for time loss or permanent partial disability is only payable when the disability is the result of an accident while in the course of employment. An accident as interpreted by this Commission is an unforeseen event occurring without the will or design of the person whose mere act causes it; an unusual or undesigned act; the effect of an unknown cause, or the cause being known, an unprecedented consequence of it; a casualty; something fortuitous or unexpected.

Occupational Diseases.

Under the provisions of the Workmen's Compensation Act, no compensation may be allowed for occupational diseases, a disease arising from causes incidental to the workman's occupation; as, for instance, lead poisoning among painters. Authorities state that lead poisoning usually does not arrive suddenly, but comes only after long exposure. It is a matter of weeks or months or years. It is brought about by inhalation, or by lead coming into the system with food through the ali-

mentary canal, or by absorption through the skin. In any case it is not the result of one contact, or a single event or accident, as defined by the Workmen's Compensation Act. In occupational diseases it is drop by drop, little by little, day after day, for weeks and months, and finally enough is accumulated to produce symptoms.

Burial Expenses and Pensions.

Where death results from the injury, expense of burial not to exceed \$75.00 in any case is allowed. If the workman leave a widow or invalid widower, a monthly payment of \$20.00 is made throughout the life of the surviving spouse to cease at the end of the month in which remarriage occurs by a final settlement equal to twelve times the monthly allowance. The surviving spouse shall also receive \$5.00 per month for each child of the deceased under the age of sixteen years at the time of the occurrence of the injury until such minor child shall reach the age of sixteen years, but the total monthly payments shall not exceed \$35.00. If the workman leave no widow or widower, the payments shall be increased to \$10.00 for each child under the age of sixteen years, until such minor child shall reach the age of sixteen years, with a maximum monthly amount of \$35.00. A stepchild of the injured workman is not considered a dependent unless legally adopted prior to the date of death.

If the workman leaves no widow, widower, or child under the age of sixteen years, but leaves an invalid child over the age of sixteen years, daughter between sixteen and eighteen years of age, father, mother, grandfather, grandmother, stepfather, stepmother, grandson, granddaughter, stepson, stepdaughter, brother, sister, half-sister, half-brother, niece or nephew, who were of necessity dependent in whole or in part for their support upon the earnings of the workman the monthly payment shall be made to each dependent equal to fifty per cent of the average monthly support actually received by such dependent from the deceased during the twelve months next preceding the occurrence of the injury, but the total payment to all dependents in any case shall not exceed \$20.00 per month.

If the workman is under the age of twenty-one years and unmarried at the time of his death, the parent or parents of the workman shall receive \$20.00 per month for each month after his death until the time at which he would have arrived at the age of twenty-one years, but if they were dependent upon the deceased minor workman for their support payments shall continue so long as the dependency exists, but only to the extent of 50 per cent of the amount that was contributed to the support of parents during the year previous to the accident.

If any child of an injured workman is under the age of sixteen years at the time of the occurrence of the injury the payment to such child shall cease when such child shall reach the age of sixteen years. The payment to any dependent shall cease if and when under the same circumstances the necessity creating the dependency would have ceased if the injury had not occurred.

From the above it will be noted a monthly payment is made to dependents of workmen when death results from the injury. At the time of an award to a dependent a sum sufficient to guarantee a continuance of the pension provided is set aside from the Accident Fund to the Reserve Fund, calculated upon the theory as provided in the Workmen's Compensation Act, that a monthly pension of \$20.00 to a person thirty years of age is equal to a lump sum payment according to the expectancy of life as fixed by the American Mortality Table of \$4,000.00, but the total reserve in no case to exceed the sum of \$4,000.00.

Lump Sum Payments to Pensioners.

It is manifestly clear that the purpose of the law was to provide that the compensation receivable under this Act should go to the persons or families entitled to same in monthly payments, the theory being that when so paid it would more effectually meet and relieve the wants of the injured employes and their families than if paid in a lump sum.

The law permits the Commission in its discretion to make lump sum settlements. The Commission has adopted the policy

that no lump sum payment be made unless for the protection of the property interests of the beneficiary. Therefore, lump sum payments will only be authorized in exceptional cases, where circumstances create the necessity for such action. The desire of the claimant to go to another state or country, or to buy property or to invest in business, etc., do not constitute sufficient reasons for lump sum payment. In general, conditions created by the action of the injured employe or his dependents after the accident do not constitute sufficient ground for such payment. As a general rule, the circumstances and conditions that will justify such payment are those existing prior to the accident or created by it, such as mortgage indebtedness on the home of the employe. In such cases both the indebtedness and attendant conditions must be set forth in detail, and if secured by mortgage the location and description of the property must be given, and the name and address of the mortgagee.

Experience has taught that pension awards in a lump sum have seldom afforded the beneficiary lasting security from destitution, and especially is this true where the expectancy of life exceeds ten years. While the monthly allowance may seem small, yet the assurance of this amount monthly during the tenure of life should be preferable to investing the lump sum in some business venture, and losing all or part of it within a few years.

The Commission feels that it has a duty to perform towards pensioners in this regard, and that if lump sum payments be granted, it would at least morally assume some responsibility in the matter, and by taking into consideration the principle that the pensioners should be guaranteed a certain income during life, the Commission cannot consistently grant requests unless as stated above, for the protection of the property interests of the beneficiary.

Compensation Not Assignable.

Numerous requests from employers, doctors, landlords, and others have been received, requesting that payment be made direct to them for such amounts as certain injured workmen

may have coming to them. Very often these requests are accompanied by an assignment from the workmen. Requests of this nature cannot be considered by this Commission, as section 10 of the Workmen's Compensation Act expressly provides that no money paid or payable under this Act out of the Accident Fund, shall, prior to the issuance and delivery of the warrant therefor, be capable of being assigned, charged, nor ever taken in execution or attached nor garnisheed, nor shall the same pass to any other person by operation of law. Any such assignment or charge shall be void.

This provision of the law is obviously necessary in order to protect the injured employe and his dependents. If the claim were made assignable, they could sell it for a small sum, and thus deprive his dependents of benefits to which they are entitled.

The compensation also is made exempt from the injured workman's debts, on the same principle that wages are now made exempt. The justice and fairness of this should be conceded by all.

Reporting Accidents.

One of the great difficulties with which the Department is continually confronted is the matter of securing reports of accidents promptly from the employers. This imposes a great volume of unnecessary work on the clerical force in continually making requests for these reports. Oftentimes three or four requests are necessary before the employer will respond. Especially is this true in cases where the employe is not familiar with the requirements of the law in regard to reporting his accident immediately to the employer, as well as in cases where the employe reports the injury to a foreman or sub-foreman who fails to transmit the report to the main office. Also in cases of injuries, seemingly trivial to the employer at the time that they are reported, which cause him to quickly dismiss the incident from his mind and when requested for a report from the Department two or three weeks later he feels that he is being imposed upon by both the workman and the Commission. However,

there are many cases on record where such seemingly trivial injuries have become seriously aggravated later on from infection or other complications, and a number of them have resulted in the death of the workman.

For that reason it is deemed imperative that every employer carefully record every injury reported and that he require his workmen to report every injury and the manner in which it occurred, also securing the names of witnesses to the accident. This practice in many cases will redound to the benefit of the employer and will act as a safeguard against fraudulent claims.

Many of the employers of the state have already awakened to the necessity of keeping a thorough record of every injury that occurs to the workmen during the course of employment. An example in this regard is the system that has been inaugurated by the Northwestern Improvement Company at their mines in Roslyn. This system is fully described in a letter received from Mr. John E. Morgan, assistant superintendent at the mines, which follows:

"To install the system required considerable publicity among our employes through the medium of their local unions and through the personal visit of the foreman to each individual employe. We furnished each foreman with a blank book and required him to take a record of every accident, no matter how trivial, occurring to the employes under his jurisdiction. Whenever an injury occurs to any workman he reports same to his foreman, either at the time of injury or at the close of the shift, and the foreman enters in the book provided for that purpose the workman's name, age, nature of injury, cause, date of laying off and time of returning to work.

"If injury is not sufficient to cause immediate time loss he notifies the workman to report to him again if complications set in; where injury is sufficient to cause time loss an immediate accident report is made out and mailed to this office, and when employe is able to return to work he is required to report at my office to enable us to get his correct time loss.

"The system is very simple and is generally observed by all our workmen."

Following are cited four cases in point which evidence the necessity of employers keeping an accurate record of all injuries:

Claim 60630.—Workman received an injury on August 18, 1915, while employed as fireman's helper handling some spaults. Being up on a pile of these approximately eleven or twelve feet in height, he slipped and fell, a spault striking him in the left groin. Workman was unable to return to work the following day and did not do so until December 14th, 1915. A few days prior to January 7th, 1916, while feeding a resaw, he got a sliver in the palm of his hand. On January 7th his hand became so badly swollen that he was compelled to quit work. On January 8th the doctor was called to attend claimant and found a badly infected left hand caused from the sliver. On January 26th the workman developed chills with wide swings of temperature. It was the doctor's opinion that claimant's vitality was greatly impaired by the first injury and that he was not able to combat the subsequent condition. The injury became worse, causing palmar abscess and on February 3d the workman died from septicemia as the result of the injury on January 7th.

In neither of the above injuries did the employer have any knowledge of the accident at the time. Requests were made for a report on January 20th, January 30th and February 15th, and under date of February 23d he forwarded what information he was able to secure at that late date. Only for the fact that at the time the workman received both injuries there were eye witnesses, a very great injustice might have been done to his widow for the lack of sufficient proof of an accident while in the course of employment. We were able to secure reports from eye witnesses to both accidents which enabled us to properly adjust the claim.

Claim 75175.—Workman sustained an accident on Thursday, September 7th, while employed as stoker in a gas plant. While dumping ashes into hopper to keep car from falling into hopper, he put his hand on frame and when the car dumped, it came back and pinched his finger on the inside. He continued to work until Saturday morning, September 9th. The workman reported to the foreman, but the foreman thinking the

injury trivial made no report to the office at the time. The doctor states that when he first got the case the claimant's finger was not in a bad condition but he had a well-developed felon as the result of the bruise, and that he was run down physically and had no resistance. The injury gradually grew worse and on September 17th the workman died of blood poisoning caused by the bruise. The employer's report of the accident was filed on September 18th, the day after the workman's death.

Had a definite system been in vogue as outlined by the letter from the Northwestern Improvement Company the above two cases would have been promptly reported to the office at the time of their occurrence and later saved time and expense to this Department. Also positive proof of accident would have been established by employer's reports if made at the time of the injuries. It would do away with the necessity of accepting witness statements at a late date.

The following case is given as an example of what might have resulted from accepting such statements:

Claim 74780.—Employer's report of accident filed on September 18th, 1916, gave the date on which accident occurred as July 23d, stating that the injured workman was in the course of employment when injured, and the accident described "while walking near pier, man was hit on jaw." From this, it will be noted the employer's report was not filed for nearly two months after the accident. From investigation of the case it was found that the man was not in the course of his employment when injured, that he had left the pier and was uptown when he was assaulted.

Claim 67367.—Workman received a bruise on the inner side of right foot during the last part of June, 1915, by a piece of sliver or knot which was torn from a shingle block and thrown by a rapidly revolving shingle saw. Claim for compensation was filed June 10th, 1916, nearly a year after accident occurred. In reply to our request for a report of accident the employer advised under date of June 15th, 1916:

“To our knowledge there was no accident, at least we didn't hear of it until this claim came up. Under these circumstances we would not care to sign up until first hearing from you as we do not want to be a party to an unjust claim.

“It might be well for you to send your man here to investigate the claim first and if you find it O. K. we will be glad to sign up.”

On July 24th an investigation was made which failed to establish sufficient proof of an accident while in the regular course of employment. Accordingly, on August 2d the claim was rejected. On August 29th claimant secured three affidavits of fellow employes, one of them an eye witness to the accident and the other two saw claimant immediately after the accident happened; also an affidavit from a member of the firm by which he was employed, that:

“During the latter part of the month of June, A. D. 1915, the exact date of which affiant cannot at this time give, the said Joseph Rahrler complained of an injury to his right foot, alleged to have been caused by a check or splinter which was torn from a shingle block and thrown by a rapidly revolving shingle saw, and that after he heard of the said Rahrler complaining of such injury, there was a decrease in the number of shingles cut by the said Rahrler at the machine at which he was employed in said mill.”

On September 30th the employer furnished this Department with Report of Accident, Employer's Statement, which stated that claimant was in the course of employment when injured. On September 22d claimant was examined at this office by the Commission. His condition was found to be very serious. The general appearances and development of the ulcers suggested malignancy—probably carcinoma, and a tendency to progress. It was very evident that claimant would only live a short time.

From the above it will be noted that the employer first stated that he had no record of the accident. His neglect in not insisting on report of every accident, also his failure to investigate and see who were witnesses at the time left him in the position of accepting witness reports at a late date, which certainly opens the way for collusion and fraud.

There are numerous cases on record where injured workmen supplemented their claims with statements from alleged

eye witnesses to the accident, which after an exhaustive investigation by the Commission divulged the fact that they were not actual eye witnesses, but were ready to assist the injured workman to secure compensation, and based their reports on his statement. Many cases also have been discovered where the employer would readily accept the statement of an employe regarding an injury without making a thorough investigation of the circumstances, and would then make a report of the accident to the Commission which to all purposes seemed reliable and authentic, but upon further investigation it was found that the employer's credulity had been taken advantage of. Employers should always feel a deep sense of responsibility in making reports and should not expect that the Commission is able to make a personal investigation of every claim filed with the Department, on the assumption that the employers' reports cannot be accepted as *bona fide* evidence that the accident actually occurred during the course of employment. .

With the limited appropriation allowed by the legislature for the administration of this Department, it is impossible to secure secret service men to investigate all trivial accidents. It is, therefore, necessary that employers' reports of accidents should be reports of facts compiled at the time of the accident. This assistance from the employers would mean an additional safeguard to the accident fund, and we believe the Commission is entitled to this service.

Workmen Seeking Assistance of Attorneys.

The habit of injured workmen consulting attorneys in order to ascertain their rights under the law is becoming lessened year after year as they become better acquainted with its provisions.

The majority of cases of this kind now coming to the attention of the Department is where the workman, being obsessed with the idea that there are no legal limitations in regard to the amount that the Commission may award him for his injuries, becomes dissatisfied with the award made and rushes to an attorney with a view of seeking redress through the courts. Almost invariably the attorney is ready to assist the workman who

naturally exaggerates the extent of his injuries in order to make it appear that the Commission has handled his case arbitrarily and that the award made is not just.

These cases give the Department an unreasonable amount of trouble, for as a rule it is a difficult matter to convince the attorney that an injustice has not been done the workman. Usually the attorneys, not being familiar with the schedule of rating followed by the Commission in making permanent partial disability awards, are inclined to overestimate the disability in the proper proportion to the maximum allowance provided by law, and in consequence are persistent in making unreasonable demands for an increase in compensation under threat of bringing the case before the courts for review. In but few cases, however, is this threat carried out, for after a considerable exchange of correspondence between the Commission and the attorney, the latter is finally convinced that the claimant has been fairly dealt with and, therefore, drops the case. But not so with the claimant, who, having been greatly encouraged in his first interview with the attorney, does not understand why his case should finally be dropped, and therefore with a feeling of resentment against him secures some other attorney, who begins to bombard the Commission anew, going over the same ground as did the first attorney in arguing for an increased allowance. This performance in a great many cases is repeated several times until finally the claimant becomes exasperated and imbued with the idea that the attorneys and the Commission are tarred with the same stick, and therefore concludes that there is no way that he can obtain exact justice.

Such cases are numerous and it is not unusual that as many as six to eight different attorneys, one after another have interceded for a single claimant. This taxes the department with a tremendous amount of useless correspondence.

IN ADDITION TO THE ABOVE CLAIMS FINALLY ADJUSTED														
Awards for continued monthly allowances	396	388	571	451	424	568	441	455	626	588	671	646	6,237	.....
Final settlements re-opened for additional compensation	60	46	56	39	47	51	36	48	45	55	70	52	605	.....
Rejections re-opened	3	3	6	4	5	6	6	.....	3	7	5	5	58	.....
Suspensions re-opened	5	6	5	4	3	2	4	3	2	2	1	8	45	.....
Suspensions no claims re-opened	13	4	3	8	10	7	4	1	4	7	9	9	79	.....
Partial payments for time loss (account loss earning power and partial permanent disability later)	30	25	23	32	26	25	24	30	34	31	35	52	367	.....
Totals	507	472	664	548	515	659	515	537	714	690	791	774	7,386	.....

The above table shows the monthly and partial payments at the end of each month account of temporary or permanent partial disability still existing; claims in process of adjustment and files incomplete at the end of each month. It will be noted that the combined total of the claims passed upon amounts to 25,522.

*The total fatal cases were adjusted by allowing pensions in 154 cases, 15 were rejected for cause and 127 were suspended account no dependents, or dependents, if any, unknown, and not under the Act.

In addition 4 fatal cases were reopened from suspension and claims rejected; 11 fatal cases were reopened from suspension and claims allowed; 4 fatal cases were reopened from rejection and claims allowed.

Table 2.

Comparative Statement Showing the Number of Accidents Reported and Claims Adjudicated During Each Fiscal Year Since September 30, 1912; also Fatal Accidents Which Are Included in the Total Number Reported by Months for Each Fiscal Year.

MONTHS	FISCAL YEAR ENDING					Total to September 30, 1916
	September 30, 1912	September 30, 1913	September 30, 1914	September 30, 1915	September 30, 1916	
October	547	1,242	1,489	1,276	1,285	75,977
November	689	1,173	1,258	922	1,331	
December	769	1,198	1,146	962	1,260	
January	841	1,110	1,081	882	1,120	
February	836	1,206	1,089	884	1,142	
March	894	1,401	1,232	1,059	1,702	
April	965	1,423	1,367	1,041	1,650	
May	1,137	1,619	1,363	1,112	2,010	
June	1,396	1,489	1,404	1,239	2,079	
July	1,285	1,547	1,217	1,100	1,790	
August	1,455	1,550	1,365	1,423	2,120	
September	1,082	1,574	1,127	1,262	2,005	
Total accidents reported.....	11,896	16,386	15,089	13,162	19,494	75,977
Average per month.....	991	1,361	1,257	1,096	1,625	
Per cent. increase or decrease over previous year.....	.....	36.4% Incr.	7.6% Decr.	2.7% Decr.	49.6% Incr.
ADJUDICATED						
Claims allowed (total temporary disability; full and final award)	6,356	12,180	12,584	11,190	14,818	57,128
Fatal accidents	257	319	347	210	296	1,429
Total permanent disability (pensions).....	2	13	13	9	22	59
Claims rejected (for cause).....	378	747	807	570	1,016	3,513
Claims suspended:						
(A) Claims not made by workmen; injuries trivial.....	1,552	2,989	1,914	1,224	1,693	9,872
(B) Unable to locate claimants, etc.....	348	519	356	259	291	1,773
Totals.....	8,893	16,767	16,021	13,462	18,136	73,279

Monthly payments (continued monthly account of temporary disability still existing).....	314	471	422	210	574	574
Partial payments	33	190	89	22	38	38
Claims in process of adjustment.....	953	462	409	496	947	947
Files incomplete					1,130	1,130
Totals.....					2,006	75,977

FATAL ACCIDENTS.

MONTHS	FISCAL YEAR ENDING					Total to September 30, 1916
	September 30, 1912	September 30, 1913	September 30, 1914	September 30, 1915	September 30, 1916	
October	28	24	41	20	19	
November	45	12	24	18	45	
December	22	11	26	11	21	
January	18	33	14	11	21	
February	15	42	15	10	13	
March	19	42	42	16	22	
April	27	41	43	16	29	
May	33	37	32	15	32	
June	22	24	21	26	27	
July	22	44	15	18	29	
August	16	46	18	31	27	
September	12	15	33	22	29	
Totals.....	279	371	324	215	314	1,503
Average number per month.....	23.3	30.9	27	18	26.2	

TABLE 3.

The following table shows by industrial classes, the number of fatal accidents reported during the fiscal year ending September 30, 1916:

Class	Number	Class	Number
1.....	2	24.....	0
2.....	2	25.....	1
3.....	1	29.....	1
4.....	1	31.....	1
5.....	17	33.....	2
6.....	3	34.....	2
7.....	10	35.....	1
8.....	11	37.....	0
9.....	2	38.....	3
10.....	160	39.....	0
12.....	2	40.....	0
13.....	5	41.....	1
14.....	5	42.....	1
15.....	0	43.....	0
16.....	57	44.....	0
17.....	12	45.....	0
18.....	2	46.....	0
19.....	1	47.....	0
21.....	6	48.....	0
22.....	0	Not under act.....	2
23.....	1		
Total.....			814

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- 30 *Cuts. .*
- 31 *Punctures.*
- 32 *Sprains.*
- 33 *Fractures.*
- 34 *Dislocations.*
- 35 *Amputations.*
- 36 *Scalds and Burns.*
- 37 *Infections.*
- 38 *Cause of Infections.*
- 39 *Unclassified.*
- 40 *Summary of Injury Table.*
- 41 *Summary—Members Injured.*
- 42 *Long Bone Fractures.*
- 43 *Summary of Long Bone Fractures.*

MECHANICAL AND NON-MECHANICAL INJURIES.

- 44 *Mechanical Injuries.*
- 45 *Non-Mechanical Injuries.*

No. 1.

INTRODUCTION.

Our plan of gathering statistics is not merely for the purpose of filling space in a report, but for the purpose of having a specific plan to enable students of the law to take the results and make any deductions that may be of interest to themselves.

We divide the statistics into sub-divisions setting forth the principal features such as Temporary Total Disability, Permanent Partial Disability (which includes ten per cent Awards to Parents), Permanent Total Disability, Fatais, tables of various kinds of injuries and Mechanical and Non-Mechanical Accidents.

The statistics were taken from cases in which final settlements have been made during the fiscal year ending September 30, 1916, and should not be accepted as a financial statement or a complete record of accidents that have occurred and have been reported to the department.

Table 2.

SUMMARY—INJURIES AND AWARDS.

<i>Kind of Injury.</i>	<i>No. of Injuries</i>	<i>Total Amount Of Awards</i>
1. Non-Fatais:		
Temporary total disabilities.....	14,818	\$524,415 67
Permanent partial disabilities.....		399,325 00
Awards to parents of minors.....		2,086 60
Permanent total disabilities.....	22	*66,847 29
Total for Non-Fatal accidents.....	14,840	\$992,674 56
2. Fatais:		
Fatais not requiring pensions.....	142	
Fatais requiring pensions.....	154	
Reserve for pensions.....		\$480,279 41
Awards for burial.....		21,362 41
Total for fatal accidents.....	296	\$501,641 82
Grand total	15,136	\$1,494,316 38

In addition to the above claims there were 1,116 claims rejected for various causes as shown in table No. 3; 291 claims suspended

*Reserve set aside to secure pensions.

and 1,693 claims, 205 of which waived right to compensation, and 1,488 were injuries which were trivial and no claims were filed.

This makes a total of 3,000 claims rejected or suspended, which added to the above 15,136 claims which were finaled during the year, makes a total of 18,136 claims disposed of which were handled and information tabulated upon the same by the Statistical department.

Table 3.
CLAIMS SUSPENDED AND REJECTED.

Rejected:	
<i>Cause.</i>	<i>No.</i>
1. Applicant was compensated in full for time lost by employer	32
2. Applicant's time loss was less than 5 per cent.....	139
3. There is no proof of an accident in course of employment...	70
4. Applicant failed to comply with Section 14 of the Compensation Act, in not notifying his employer of the accident at the time same is alleged to have occurred.....	66
5. There is no proof of accident in course of employment or that applicant's disability was the result of an accident..	66
6. Applicant was not in the course of employment when injured..	87
7. Applicant sustained no disability account of accident.....	43
8. Applicant lost no time account of accident.....	145
9. Condition not the result of an accident within the meaning of the Compensation Act.....	245
10. Applicant failed to file claim within one year as prescribed by law	2
11. Applicant was not an employee, but a member of the firm and had not elected to bring himself under the Act, prior to the date of accident.....	19
12. Disability not established by Medical proof of attending physician as required by Section 12 of Workmen's Compensation Act	102
Total suspensions and rejections.....	
1016	
Suspensions:	
<i>Cause.</i>	
1. Claimant not heard from.....	161
2. No proof of accident in course of employment.....	8
3. Suspended account of request for operation not granted.....	27
4. No Physician's report filed.....	91
5. Claimant decided to appeal to the court for settlement.....	4
Total suspensions	
291	
No. Claims:	
Waived right to compensation	205
Filed no claim on account of injuries being trivial.....	1,488
Total.....	
1,693	

Table 4.
COST OF ACCIDENTS IN YEARS' LABOR.

KIND OF INJURIES	Fiscal Year 1913 Work Years	Fiscal Year 1914 Work Years	Fiscal Year 1915 Work Years	Fiscal Year 1916 Work Years
For fatal cases.....	8,225	11,333	5,984	8,134
For temporary total disability.....	1,135	1,193	1,156	1,302
For permanent total disability.....	325	386	269	581
Total for injuries.....	9,685	12,912	7,359	10,017

An examination of this table shows the cost of accidents, using a year's labor as the unit of cost. We find that 10,017 years of life have been wasted as a result of the accidents during the year. The American Table of Mortality was used to estimate the expectancy of life in Fatal and Permanent Total Disability cases. In Temporary Total Disability cases the number of working days lost was divided by 300, that being the commonly accepted working year in compiling statistics. By using 35 years as the tenure of industrial service of an average person, it would require the lifetime labor of approximately 300 persons.

PERSONAL FAULT.

The question of personal fault becomes one of the most difficult to determine on account of the information given from time to time in the reports required by this department from the injured workmen and also the reports from the employers. Under the common law where the payment of compensation was based entirely upon Personal Fault, leaving the burden of proof mostly upon the injured workman, frequently the testimony of eye witnesses would vary regarding the cause of the accident and even a jury with the complete facts before it would be perplexed in arriving at a definite conclusion.

In many instances the friendly or unfriendly relationship that existed between the employer and the employee would affect the answer to these questions, because a mutual feeling of friendship would naturally lead to leniency on both sides, while an unfriendly feeling would result in the adverse position being taken. In many instances, the question regarding Personal Fault on our blanks has not been filled out and where the omissions occur we naturally examine into the nature of the accident and if it is not evident that the fault lies with either party, we naturally assume that it is merely a risk of the trade. There can be no doubt that some cases which are attributed to the risk of the trade are due to carelessness, but from the information at hand they cannot be classed as the fault of the workman or any other person.

Table 5.
PERSONAL FAULT.

FAULT	1915		1916	
	Number	Per Cent.	Number	Per Cent.
Risk of trade.....	9,956	89	14,089	94.77
Workman's fault	589	5.8	417	2.8
Fellow servant's fault.....	163	1.5	820	2.16
Employer's fault	18	.1	11	.07
Foreman's fault	6	.05	5	.03
Third person's fault.....	17	.15	26	.17
Facts not ascertainable.....	446	3.9	.....	.....
Totals.....	11,190	100	14,818	100

Table 6.
ACCIDENT BENEFITS AND OTHER INCOME.

NUMBER OF SOURCES OF BENEFIT	Number Injured	Per-centage	Per Cent. Receiving Benefits
Year 1913—			
One source	1,619	13.1	14.5%
Two sources	145	1.2	
Three sources	27	.2	
No benefits	10,083	81.1	
Not determined	551	4.4	
Totals.....	12,880	100%	
Year 1914—			
One source	1,720	13.7	14.4%
Two sources	78	.6	
Three sources	14	.1	
No benefits	9,966	79.2	
Not determined	813	6.4	
Totals.....	12,586	100%	
Year 1915—			
One source	1,503	13.43	13.8%
Two sources	43	.38	
Three sources	4	.03	
No benefits	9,141	81.7	
Not determined	499	4.46	
Totals.....	11,190	100%	
Year 1916—			
One source	1,759	11.85	12.57%
Two sources	102	.67	
Three sources	8	.05	
No benefits and not reported.....	12,949	87.43	
Totals.....	14,818	100%	

This table includes Health, Accident and Liability Insurance and various sources of benefits. In the absence of a Workmen's Compens-

sation Act a majority of wage-earners engaged in hazardous occupations and who are the sole support of their families would leave their dependents destitute in the event of death from accident or without protection in the event of permanent disability, thereby becoming subjects of charity for the State. There seems to be no reason why the man who is subject to the occupational hazard should carry all the risk and the family assume the burden. This report shows that 94.77 per cent of all accidents are chargeable to occupational risks. If this is true why should not the occupation provide the best possible protection for those who are subject to this hazard?

As an evidence that State insurance is satisfactory to the workmen of the State, it may be pointed out in the foregoing table that they are depending less on other accident benefits as they become more familiar with the benefits derived.

Its operation in giving relief to both employer and employee by providing adequate protection for both at the least possible cost, and the fact that this is being done can best be demonstrated from the following table taken from the records of the Insurance Department of the State of Washington for the past ten years, reporting the Health, Accident and Liability Companies operating in the State. This statement shows the premiums collected and the claims paid by Health, Accident and Liability Companies for the years 1905 to 1915 inclusive, and we compare the result with the Industrial Insurance experience of the State of Washington.

Year	PREMIUMS		CLAIMS PAID	
	Health and Accident	Liability	Health and Accident	Liability
1905	\$228,876 00	\$291,570 00	\$112,039 00	\$135,224 00
1906	232,716 00	413,632 00	103,145 00	186,153 00
1907	262,873 00	522,265 00	128,149 00	240,598 00
1908	324,688 00	584,493 00	154,753 00	279,212 00
1909	334,322 00	649,134 00	140,099 00	307,124 00
1910	506,789 00	901,347 00	195,508 00	422,948 00
1911	517,364 00	737,304 00	198,598 00	400,614 00
1912	533,155 00	354,713 00	216,970 00	334,739 00
1913	668,333 00	346,585 00	297,359 00	269,047 00
1914	621,716 00	324,746 00	291,007 00	178,729 00
1915	612,182 00	364,720 00	303,779 00	162,005 00
Totals.....	\$4,843,014 00	\$5,490,510 00	\$2,141,406 00	\$2,916,393 00

It is impossible to segregate the Health from the Accident Insurance, consequently must quote them together. The total amount of premiums collected from the State of Washington for ten years as above from Health, Accident and Liability Insurance amounts to \$10,333,524.00.

Total amount of claims paid by the same companies for this same period of time, \$5,057,799.00.

Out of the premiums collected for ten years only about 49 per cent of the amount was paid to those for whom this protection was

secured and this does not take into consideration any cost whatever, such as legal advice or court expense.

The 49 per cent, or losses paid according to this statement, does not represent the amount received by the injured and sick in this State for the reason that in many cases a large percentage of the awards was spent in litigation. While no accurate figures are obtainable as to the cost to the claimants of such litigation, it seems safe to say that it would amount to approximately 25 or 30 per cent of the total premiums paid.

It will thus be seen that the cost to those paying for this protection in the State of Washington, under the old plan was 51 per cent and the injured and sick received but a fraction of the amount of the total awards made. Under the Workmen's Compensation Act the cost of administration for four years amounted to 7.99 per cent which is raised by general taxation, thus leaving the employers of the State a very small portion of this amount, and from the premiums collected the injured workman receives 100 per cent.

The above 7.99 per cent which amounts to approximately \$545,552.00, the cost of the administration of the Industrial Insurance Law of the State of Washington for five years, is comparatively low as the Oregon report of June 30, 1915, states that:

"The experience of Wisconsin during the year 1914 was required to pay to the liability companies of that state \$2.07 to provide the injured workman with one dollar in benefits."

"The experience of the insurance company which, through its agents has been most effective in opposition to the Oregon Act, charge the employers of Wisconsin \$2.63 for every dollar paid out in 1914 on account of benefits to injured workmen."

The above report shows that for every dollar paid to the injured workmen in the State of Washington by the liability companies for ten years, \$2.02 was charged.

Up to the present time the Industrial Insurance Commission of the State of Washington have collected premiums and interest to the amount of over \$6,595,857.00, every dollar of which has or will be paid to the injured workmen or their beneficiaries.

If the same protection had been given by the liability companies based upon the experience of the State of Washington as shown in the preceding table from their ten years' operation, the employers of the State, instead of having paid \$6,595,857.00 which went directly into the funds to pay the claims of the injured workmen, would necessarily have had to pay more than double this amount, or \$13,460,933.00 during the same period of time, and instead of having paid \$545,552.00 for the administration of the law or all loadings over and above claims paid, would necessarily have paid \$6,865,076.00.

Our bond investment amounted to over \$1,600,000.00 which is set aside as a reserve to secure pensions and yields to the state an average of 4.77 per cent interest. If this amount was not to be reduced by the retiring of bonds or increased by new purchases this would produce over \$71,000.00 interest which would be credited to

the Reserve Fund each year. In addition to this the interest upon our cash deposits for the past year amounted to about \$8,500.00 which makes a total of over \$79,500.00 reverting to the Reserve and Accident Funds from this source, and the employers of the State receive the direct benefit. This interest can in no way be diverted from these funds to the general fund from which the cost of the administration of this act is paid, but if the law was administered outside of the State through Liability Companies this would be an absolute loss to the employers of the state. By the return to these funds of this amount in interest and the total cost of the administration for the last year, for which we were allowed approximately \$110,000.00 by the appropriation to this department, the employers of the State who are included in the extra hazardous occupations are getting in return from the investments more than their proportional amount of administration would be through the general taxation. When we compare the amount of benefits received by the injured workmen, together with the protection to the industries of the State, as well as the State in general in the care of the injured and their beneficiaries with the old plan of Liability insurance, we can readily see that the results speak very favorable for a State Administered Compensation Act, and it is to be desired that more reliance will be placed in the law by both employer and employee, this materially assisting the State in its administration.

Table 7.
WAGES OF INJURED WORKMEN.

WAGES	Number Injured	Per Cent. of Total
\$1 25.....	111	.75
1 50.....	278	1.88
1 75.....	482	3.25
2 00.....	1,431	9.66
2 25.....	1,737	11.73
2 50.....	2,777	18.75
2 75.....	1,535	10.36
3 00.....	1,801	12.16
3 25.....	967	6.53
3 50.....	889	6.00
3 75.....	477	3.20
4 00.....	746	5.04
4 25.....	95	.64
4 50.....	685	4.29
4 75.....	52	.35
5 00.....	507	3.40
5 25.....	20	.14
5 50.....	78	.53
5 75.....	12	.08
6 00.....	112	.76
6 25 and over.....	76	.50
Totals.....	14,818	100.00

Average daily wage \$2.93.

The table of wages of injured workmen does not have any particular bearing upon conditions of hazard, but when we say that we

have so many claims in a certain class where the wages of the injured workmen are \$1.25 or \$2.25 per day or whatever the amounts may be, the average wage can then be obtained. By taking all totals and dividing this by the number of workmen reported we get the average wage of each class. Thus having the average wage, and taking as a basis the average number of working days, we can arrive at the average yearly wage, then dividing this amount into the total payroll we get approximately the number of men employed in each class or occupation.

Table 8.
CONJUGAL CONDITION OF INJURED WORKMEN.

	Number							
Single	7,467							
Married, no dependents.....	2,308							
Married, one child.....	1,795							
Married, two children.....	1,474							
Married, three children	1,291							
Married, four children.....	264							
Married, five children.....	118							
Married, six children.....	62							
Married, seven children.....	23							
Married, eight children.....	10							
Married, nine children.....	4							
Married, ten children.....	2							
Total.....	14,818							

	1913		1914		1915		1916	
	Num-ber	Per Cent.	Num-ber	Per Cent.	Num-ber	Per Cent.	Num-ber	Per Cent.
Single	6,778	54.7	6,698	53.2	5,704	51	7,467	50.4
Married	5,602	45.3	5,888	46.8	5,486	49	7,351	49.6
Totals.....	12,380	100%	12,586	100%	11,190	100%	14,818	100%

When this Act was introduced there was considerable concern regarding its policy of rating injured workmen according to their conjugal status and because of the higher ratings of married men with dependents. Great fear was expressed that the employers of the State would hire unmarried men to the exclusion of men with families. This has however been a false alarm as shown by this report, for the percentage of injured workmen with families has gradually increased from 45.3 per cent in the year 1913 to 49.6 per cent during the year 1916, while the percentage of single men has been reduced proportionately.

Table 9.
NATIVITY TABLE.

(TEMPORARY TOTAL DISABILITY.)

STATE OR COUNTRY	1914		1915		1916	
	Number	Per Cent.	Number	Per Cent.	Number	Per Cent.
Washington	720	5.7	720	6.4	1,230	8.3
Other Pacific States.....	563	4.5	449	4.	679	4.58
West Central States.....	1,741	13.8	1,589	14.	2,025	13.67
South Central States.....	172	1.4	119	1.1	236	1.59
East Central States.....	2,001	15.8	1,740	15.6	2,275	15.36
South Atlantic States.....	437	3.5	404	3.6	515	3.48
North Atlantic States.....	586	4.7	480	4.3	642	4.33
New England States.....	231	1.9	155	1.4	269	1.89
United States (state not given)	105	.8	55	.5	109	.74
Canada	487	3.9	466	4.2	1,004	6.77
England	284	2.3	254	2.3	790	5.33
Scotland	99	.8	100	.9	676	4.56
Ireland	187	1.5	155	1.4	588	3.97
Sweden	746	5.9	816	7.3	506	3.42
Norway	589	4.7	559	5.	418	2.82
Finland	443	3.5	426	3.8	683	4.61
Germany	381	3.3	306	2.7	288	1.94
Austria-Hungary	840	6.6	680	6.1	378	2.55
Russia	368	2.9	326	3.	306	2.07
Italy	593	4.7	500	4.5	152	1.03
Greece	213	1.7	195	1.8	111	.75
Japan	163	1.4	129	1.2	186	1.26
All other countries.....	526	3.8	461	4.	636	4.29
Nativity not stated.....	111	.9	96	.9	116	.78
Totals.....	12,586	100.00	11,180	100.00	14,818	100.00

Table 10.
BIRTH, NATURALIZATION AND ENGLISH SPEAKING CONDITIONS.
(TEMPORARY TOTAL DISABILITY.)

CLASS	Total Injuries	Foreign Born	Per Cent. of Injured That Are Foreign Born	Natur- alized	Not Natur- alized	Do Not Speak English	Speaks English Imper- fectly
1.....	80	57	71.2	11	18	2	5
2.....	86	35	41.1	7	9	1	.....
3.....	48	20	46.5	5	5	.....	.....
5.....	624	286	37.8	69	41	2	5
6.....	148	43	30	12	8	.....	1
7.....	482	228	52.7	36	60	15	17
8.....	474	202	42.6	44	40	11	8
9.....	855	182	51.2	76	31	1	2
10-1.....	2,864	1,338	46.5	207	360	13	35
10-2.....	3,857	1,622	48.3	306	502	89	143
10-3.....	891	225	25.2	67	52	9	8
10-4.....	168	58	32.5	17	12	2	6
12.....	62	35	56.4	7	11	.....	1
18.....	73	19	26	10	1	.....	1
14.....	185	69	37.2	31	10	2	6
15.....	88	4	10.5	2	.....	.....	.....
16.....	902	735	81.5	179	236	12	75
17.....	239	148	69.8	16	41	12	12
18.....	528	317	60	38	95	15	51
19.....	33	15	45.4	8	2	.....	.....
20.....	8	.....	.....	.....	.....	.....	.....
21.....	450	105	23.3	32	24	.....	1
22.....	72	29	40	12	8	.....	.....
23.....	29	12	41.3	7	1	.....	.....
24.....	186	55	29.5	12	14	1	3
25.....	8	.....	.....	.....	.....	.....	.....
29.....	590	287	40.1	55	69	5	20
31.....	68	21	33.33	6	4	1	2
33.....	83	43	51	15	9	.....	2
34.....	656	242	36.9	64	55	2	4
35.....	72	50	69.4	7	17	8	6
37.....	88	18	47.3	11	1	.....	.....
38.....	60	18	21.5	3	1	.....	.....
39.....	65	20	30.7	4	4	1	1
40.....	77	28	29.8	9	6	.....	.....
41.....	80	6	20	2	.....	.....	.....
42.....	555	288	50.9	97	50	1	1
43.....	151	91	60.2	21	35	4	5
44.....	87	6	16.2	.....	.....	.....	.....
45.....	4	.....	.....	.....	.....	.....	.....
46.....	1	.....	.....	.....	.....	.....	.....
47.....	16	8	50	1	2	.....	.....
48.....	6	8	50	2	.....	.....	.....
Totals.....	14,818	6,868	46.14	1,506	1,839	204	421

Table 11.
TEMPORARY TOTAL DISABILITY.

CLASS	No. of Injuries	Total Duration (Work Days)	Average Duration of Work Days	Total Amount of Awards	Average Amount of Awards
1.....	80	2,298	28.6	\$3,156 80	\$39 46
2.....	85	2,582	29.7	3,415 95	40 18
3.....	48	1,745	40.5	2,178 30	50 65
5.....	624	22,954	36.7	32,258 55	51 68
6.....	148	4,194	29.3	5,216 40	36 47
7.....	432	14,811	33	17,524 60	40 56
8.....	474	15,657	33	21,103 40	44 52
9.....	355	5,794	16.3	7,665 20	21 59
10.....	7,275	194,328	26.7	254,553 89	34 99
12.....	62	1,202	20	1,647 60	26 57
13.....	78	1,679	23	2,462 40	33 73
14.....	185	4,431	24	6,433 45	34 77
15.....	88	615	16	976 50	25 69
16.....	902	23,840	25.9	37,083 05	41 05
17.....	239	7,716	32	10,235 60	42 82
18.....	523	10,878	19.6	14,662 85	27 76
19.....	33	467	14	655 80	19 87
20.....	8	63	21	78 25	26 08
21.....	450	12,461	27.6	17,604 35	39 12
22.....	72	2,154	29.9	2,435 30	33 82
23.....	29	647	22.3	1,068 60	36 85
24.....	186	3,007	16	3,995 00	21 47
25.....	3	91	30	146 25	48 75
29.....	590	12,466	21	15,545 76	26 35
31.....	63	1,345	21	1,832 75	29 09
33.....	83	1,708	20.5	2,311 25	27 85
34.....	656	11,932	18	16,406 25	25 00
35.....	72	1,574	21.8	2,069 40	29 02
37.....	38	1,912	50.3	2,608 10	68 63
38.....	60	1,061	17	1,248 75	20 80
39.....	65	1,090	16.7	1,371 90	21 10
40.....	77	1,356	17.6	1,790 70	23 25
41.....	30	666	22	814 35	27 14
42.....	555	18,089	32.6	25,416 22	45 79
43.....	151	2,576	17	3,540 25	23 44
44.....	37	1,250	33.7	1,795 40	48 52
45.....	4	229	57	159 30	39 82
46.....	1	26	26	45 00	45 00
47.....	16	460	28.7	622 10	38 88
48.....	6	207	36	315 60	52 60
Totals.....	14,818	390,501	26.35	\$524,415 67	\$35 39

TEMPORARY TOTAL DISABILITY.

We are including in this section all items pertaining to temporary total disabilities and the reports herewith show conclusively that there have been a greater number of trivial cases this year than in any preceding year. As will be seen from these figures, the number of claims finalized during the first week has increased considerably, for we find that the percentage has run from 13.6 per cent in 1913 to 20.84 in 1916, which is very much heavier than in any preceding year, also that the claims finalized during the second week of disability has been somewhat increased. The average duration of disability for this year has been reduced from 31 days as shown in the last report to 26.31 this year, while the average time award has been reduced from \$41.28 to \$35.39.

Over 47 per cent of the claims for which final settlements were made, were of less than two weeks' duration. This statement must not be misconstrued, for it must be remembered that the amount of these claims represents a very small percentage of the total amount of compensation paid.

SCHEDULE OF TEMPORARY TOTAL DISABILITY AWARDS.

The following table shows the minimum monthly awards allowed to injured workmen which varies according to the conjugal status. The amount is increased 50 per cent for the first 6 months but in no case shall the increase operate to exceed 60 per cent of the monthly wage (the daily wage multiplied by 26).

Injured Workman	No Child	One Child	Two Children	Three or More Children
Having able-bodied husband.	\$15 00	\$20 00	\$25 00	\$30 00
Unmarried	20 00			
Having wife or invalid husband	25 00	30 00	35 00	35 00
Widow or widower	20 00	25 00	30 00	35 00
Invalid child over the age of 16 is considered a dependent.				

Table 12.

TEMPORARY TOTAL DISABILITIES.

CLASSIFICATION ACCORDING TO WEEKS' DURATION.

DURATION OF DISABILITY (Weeks)	1913		1914		1915		1916	
	No. of Claims	Per Cent.	No. of Claims	Per Cent.	No. of Claims	Per Cent.	No. of Claims	Per Cent.
Less than 1.....	1,681	18.6	1,816	14.8	1,865	16.6	3,087	20.84
1 to 2.....	3,157	25.5	3,138	24.9	2,806	25.0	3,889	26.26
2 to 3.....	2,113	17.1	2,175	17.4	1,742	15.6	2,413	16.29
3 to 4.....	1,365	11.0	1,262	10.0	1,067	9.5	1,329	8.97
4 to 5.....	1,139	9.2	1,164	9.2	867	7.7	1,097	7.40
5 to 6.....	658	5.3	555	4.4	470	4.2	602	4.06
6 to 7.....	439	3.5	409	3.7	456	4.1	480	3.24
7 to 8.....	281	2.3	277	2.2	243	2.2	305	2.06
8 to 9.....	330	2.7	349	2.7	370	3.3	372	2.50
9 to 10.....	160	1.3	150	1.1	131	1.2	141	.95
10 to 11.....	138	1.1	157	1.1	179	1.6	135	.90
11 to 12.....	100	.8	91	.7	89	.8	75	.50
12 to 13.....	131	1.1	225	1.8	184	1.64	169	1.14
13 to 14.....	54	.4	47	.4	36	.32	56	.38
14 to 15.....	65	.5	51	.4	25	.22	35	.24
15 to 16.....	43	.3	41	.4	50	.44	48	.32
16 to 17.....	21	.2	27	.2	15	.33	21	.14
17 to 18.....	98	.8	118	.9	108	.9	90	.61
18 to 19.....	15	.1	26	.2	21	.2	25	.17
19 to 20.....	36	.3	29	.2	30	.27	37	.25
20 to 21.....	28	.2	10	.1	13	.12	14	.09
21 to 22.....	71	.6	77	.6	85	.75	63	.43
22 to 23.....	23	.2	23	.2	8	.07	11	.07
23 to 24.....	13	.1	19	.1	11	.09	18	.12
24 to 25.....	10	.1	15	.1	8	.07	10	.07
25 to 26.....	44	.3	74	.6	74	.7	296	2.00
Over 26	172	1.4	201	1.6	238	2.12		

PERMANENT PARTIAL DISABILITY SCHEDULE.

During the year just closed there were 1,381 awards out of the 14,818 temporary total disabilities which resulted in permanent partial disability. The total awards for these disabilities amounted to \$399,325.00 which averaged \$289.15. The percentage of the total number of accidents which resulted in permanent partial disability is 9.3 per cent as compared with 11.8 per cent during the previous year and the average award for permanent partial disability has been increased from \$286.02 during the previous year to \$289.15 during this year. When we examine the awards in their range of degrees we find an increase in the number ranging from \$12.50 to \$100.00, but a decrease in those ranging from \$100.00 to \$200.00 and from \$200.00 to \$300.00. There is also a considerable increase in awards ranging from \$700.00 to \$800.00 and about a 50 per cent increase in the number ranging from \$1,400.00 to \$1,500.00.

We find from the California report for the year 1914 that in their experience with permanent partial disabilities an average of four workmen engaged in extra-hazardous occupations in this state meet with accidents each working day of the year which result in injuries causing dismemberment or other permanent disability.

CHART OF ACCIDENTS

NON-FATAL

Portion of Body	Mem- bers	Nº Of Injuries
-----------------------	--------------	-------------------

Head	Head	464
	Face	287
	Eyes	516
	Neck	30

Shoulder	347
Arm	227
Elbow	108
Forearm	391
Wrist	355
Hand	1270
Thumb & Fingers	3373

	Total
Clav. Ribs	536
Trunk, Spine	1386
Pelvis, Groin	272
Hip	58
	Total

Thigh	254
Knee	640
Leg	1108
Ankle	631
Foot	2155

	Total
Other Injuries	

Table 13.

PERMANENT PARTIAL DISABILITIES AND TEN PER CENT.
AWARD TO PARENTS AND MINORS.

CLASS	Number of Injuries	Total Amount	Average Amount	Number of 10% Awards	Total Amount of 10% Awards
1.....	7	\$775 00	\$110 71	.....	.....
2.....	5	1,187 50	227 50	.....	.....
3.....	3	1,812 50	604 15	.....	.....
4.....	68	20,725 00	328 98	.....	.....
5.....	12	5,300 00	441 66	.....	.....
6.....	56	22,750 00	406 25	2	\$158 75
7.....	48	12,012 50	279 36	2	25 00
8.....	15	3,000 00	200 00	1	3 75
9.....	741	212,550 00	286 85	42	1,231 60
10.....	7	1,687 50	241 07	1	85 00
11.....	4	1,050 00	262 50	.....	.....
12.....	12	4,530 00	379 16	.....	.....
13.....	44	20,737 50	471 30	.....	.....
14.....	29	9,237 50	318 50	.....	.....
15.....	25	4,525 00	181 00	1	10 00
16.....	1	375 00	375 00	.....	.....
17.....	39	9,067 50	233 00	.....	.....
18.....	7	2,675 00	382 14	.....	.....
19.....	2	162 50	81 25	.....	.....
20.....	10	2,362 50	236 25	2	46 25
21.....	1	250 00	250 00	.....	.....
22.....	102	22,775 00	223 25	19	395 00
23.....	5	2,425 00	485 00	.....	.....
24.....	3	1,067 50	345 83	.....	.....
25.....	61	18,537 50	221 92	6	81 25
26.....	3	775 00	258 33	1	12 50
27.....	8	2,262 50	282 81	1	32 30
28.....	6	1,975 00	329 16	.....	.....
29.....	5	400 00	80 00	.....	.....
30.....	6	467 50	81 25	1	16 25
31.....	6	1,387 50	231 25	2	33 75
32.....	32	8,200 00	256 25	.....	.....
33.....	6	1,362 50	327 08	1	10 00
34.....	6	3,037 50	506 25	.....	.....
35.....	2	800 00	400 00	.....	.....
36.....	1	25 00	25 00	.....	.....
37.....	1	300 00	300 00	.....	.....
38.....	2	1,175 00	587 50	.....	.....
Totals.....	1,331	\$399,325 00	\$289 15	32	\$2,086 60

Table 14.

PERMANENT PARTIAL DISABILITY.

SHOWING NUMBER, PERCENTAGE OF THE TOTAL NUMBER OF INJURIES AND AWARDS PER CLASS.

CLASS	Number of Awards	Amount	Average Amount	Per Cent. of Injuries Per Class Resulting in P. P. D.	Per Cent. of All P. P. D. Awards in Each Class	Per Cent. of Total Amount of Awards Paid Per Class
1.....	7	\$775 00	\$110 71	8.7	.51	.19
2.....	5	1,137 50	227 50	5.8	.36	.28
3.....	3	1,812 50	604 15	6.9	.22	.45
5.....	63	20,725 00	328 96	10.0	4.56	5.19
6.....	12	5,300 00	441 66	8.8	.86	1.33
7.....	56	22,750 00	406 25	12.9	4.06	5.70
8.....	48	12,012 50	279 36	9.07	3.11	3.01
9.....	15	8,000 00	200 00	4.22	1.09	.75
10.....	741	212,550 00	286 85	10.18	53.66	53.22
12.....	7	1,687 50	241 07	11.0	.51	.42
13.....	4	1,050 00	262 50	5.5	.29	.26
14.....	12	4,550 00	379 16	6.4	.87	1.14
16.....	44	20,737 50	471 30	4.87	3.19	5.19
17.....	29	9,237 50	318 50	12.13	2.10	2.31
18.....	25	4,525 00	181 00	4.73	1.81	1.13
19.....	1	375 00	375 00	3.0	.07	.10
21.....	39	9,087 50	233 00	8.66	2.82	2.28
22.....	7	2,675 00	382 14	9.72	.51	.67
23.....	2	162 50	81 25	6.89	.14	.04
24.....	10	2,382 50	238 25	5.3	.72	.59
25.....	1	250 00	250 00	33.33	.07	.06
29.....	102	22,775 00	223 25	17.28	7.38	5.70
31.....	5	2,425 00	485 00	7.93	.36	.61
33.....	3	10,375 00	345 83	3.61	.22	.26
34.....	61	13,537 50	221 92	9.3	4.42	3.40
35.....	3	775 00	258 33	4.1	.21	.19
37.....	8	2,262 50	282 81	21.05	.58	.57
38.....	6	1,975 00	329 16	10.00	.44	.50
39.....	5	400 00	80 00	7.69	.36	.10
40.....	6	487 50	81 25	7.69	.44	.12
41.....	6	1,387 50	231 25	20.00	.44	.35
42.....	32	8,200 00	256 25	5.76	2.82	2.05
43.....	6	1,962 50	327 08	3.97	.44	.50
44.....	6	3,037 50	506 25	16.16	.44	.76
45.....	2	800 00	400 00	50.00	.14	.20
46.....	1	25 00	25 00	100 00	.07	.01
47.....	1	300 00	300 00	6.66	.07	.06
48.....	2	1,175 00	587 50	33.33	.14	.29
Totals..	1,381	\$399,325 00	\$289 15	9.30	100.00	100.00

This table is designed to show the number of injuries which resulted in permanent partial disability, the total and average amounts paid, and gives a graphic statement of the relative seriousness of accidents in each class. For instance, in class 1, we find there were seven permanent partial disabilities which were paid \$775.00, or an average of \$110.71. In this class 8.7 per cent of all the injuries resulted in permanent partial disability or .51 per cent of the total number of awards were in this class, but only .19 per cent of the total amount paid for permanent partial disabilities were chargeable to the same class. Thus, by way of comparison, we find that 8.7 per cent of all injuries in class 1

and 10 per cent of all accidents in class 5 resulted in permanent partial disability. Class 5 was responsible for 4.56 per cent and class 10, 53.66 per cent of the total number of awards made for permanent partial disability. While class 10 was responsible for 53.66 per cent of the number, it was also responsible for 53.22 per cent of the total amount paid for permanent partial disability. Thus we find that any classes may be compared.

Table 15.
PERMANENT PARTIAL DISABILITY.

RANGE OF DEGREES			1914		1915		1916	
			Num- ber	Per Cent.	Num- ber	Per Cent.	Num- ber	Per Cent.
1 to 4 inclusive.....	\$12 50 to	\$100 00	630	42.6	504	38	509	43.4
4 to 8 inclusive.....	112 50 to	200 00	342	23.1	321	24.2	263	19
8 to 12 inclusive.....	212 50 to	300 00	132	8.9	141	10.6	118	8.5
12 to 16 inclusive.....	312 50 to	400 00	81	5.5	78	6	92	6.7
16 to 20 inclusive.....	412 50 to	500 00	67	4.5	69	5.2	75	5.4
20 to 24 inclusive.....	512 50 to	600 00	26	1.8	33	3	31	2.2
24 to 28 inclusive.....	612 50 to	700 00	18	1.2	21	1.6	19	1.4
28 to 32 inclusive.....	712 50 to	800 00	34	2.3	30	2.3	48	3.5
32 to 36 inclusive.....	812 50 to	900 00	45	3	23	1.7	34	2.5
36 to 40 inclusive.....	912 50 to	1,000 00	51	3.5	41	3	47	3.4
40 to 44 inclusive.....	1,012 50 to	1,100 00	2	.1	4	.3	4	.3
44 to 48 inclusive.....	1,112 50 to	1,200 00	8	.6	7	.5	6	.4
48 to 52 inclusive.....	1,212 50 to	1,300 00	15	1	16	1.2	5	.4
52 to 56 inclusive.....	1,312 50 to	1,400 00	4	.3	9	.7	2	.1
56 to 60 inclusive.....	1,412 50 to	1,500 00	23	1.6	25	1.8	33	2.8
Totals.....			1,487	100.0	1,327	100.0	1,381	100.0

The above table is a comparative statement of the number of degrees awarded for permanent partial disability during the past three years. Each degree is equivalent to \$25.00. Sixty degrees, or \$1,500.00, represents the maximum allowed by law for permanent partial disability. The awards are reduced to degrees for convenience in computing.

PERMANENT TOTAL DISABILITY.

The monthly pensions in permanent total disability cases and the reserves to guarantee the payment of same are based upon same schedule as in fatal claims.

Should the claimant die during the period of total disability from any cause, the surviving spouse is entitled to a monthly pension of twenty dollars for herself and five dollars for each child under sixteen years of age, the maximum monthly payment being thirty-five dollars. Payments to the children shall continue until they reach the age of sixteen years. At the death of the claimant the amount of unpaid reserve reverts to the accident fund and a new reserve is set aside to guarantee the monthly payments to the widow or children as in fatal cases.

Table 16.
PERMANENT TOTAL DISABILITIES.

Claim No.	Class	Reserve	Pen-sion	Depend-ents		AGENCY	INJURY
				Wife	Ohil-dren		
17,402*	1—1	\$4,000 00	\$25 00	1	.....	Explosion of powder...	Thigh fractured.
38,042*	5—7	4,000 00	25 00	1	.....	Falling sacks of cement	Spine fractured.
54,756	7—2	1,455 99	20 00	.....	.....	Caught by car.....	Spine dislocated.
51,268	7—2	3,190 49	19 85	.....	.....	Powder explosion.....	Eyes injured.
68,052	7—3	1,928 52	15 75	.....	.....	Splinter from pick.....	Loss of vision.
87,805	7—4	1,889 79	12 50	.....	.....	Fall from car.....	Legs crushed.
31,251	7—4	4,000 00	85 00	1	6	Struck by bar.....	Internal injuries.
52,705	10—1	756 80	20 00	.....	.....	Caught by engine.....	Foot bruised.
54,879†	10—1	3,595 24	20 00	.....	.....	Rolling rock.....	Skull fractured.
55,777	10—1	4,000 00	20 00	.....	.....	Fell from wagon.....	(Skull fractured. (Spine dislocated.
48,838‡	10—1	4,000 00	20 00	.....	.....	Rolling log.....	Dislocated spine.
64,898	10—1	4,000 00	25 00	1	.....	Runaway push car.....	Fractured skull.
48,396	10—2	4,000 00	85 00	1	8	Rolling log.....	Internal injuries.
29,282‡	10—2	4,000 00	85 00	1	8	Fall from lumber pile...	Fractured hip.
84,770	16—1	4,000 00	85 00	1	3	Falling coal.....	Skull fractured.
60,241	16—1	1,759 56	15 00	.....	.....	Flying fragment.....	Loss of vision.
48,969	16—1	2,290 40	25 00	1	.....	Falling rock.....	Injury to spine.
45,181†	16—1	1,671 10	17 00	.....	.....	Rock fell.....	Injury to side.
54,975†	17—2	1,828 82	20 75	1	1	Flying fragment.....	Loss of vision.
60,678†	17—3	4,000 00	30 00	1	1	Powder explosion.....	Loss of hand and eye.
59,646	39—1	4,000 00	20 00	.....	.....	Caught by cream beater.	Both arms and chest crushed and paral- ysis of arms.
50,206†	42—1	2,531 56	20 00	.....	.....	Fall from platform.....	Amputated thigh.
Totals..		\$66,847 29	\$510 85	10	17		

* Lump sum settlements were afterwards made.
† Awards were afterwards changed because of cash advances, or change in de-
pendency.
‡ Resulted in death and names transferred to the fatal list.

Table 17.
PERMANENT TOTAL DISABILITY.
STATEMENT OF AWARDS—PER CLASS.

Class No.	No. of Awards	Amount Monthly Pensions	Amount Reserve
1	1	\$25 00	\$4,000 00
5	1	25 00	4,000 00
7	5	102 60	12,414 79
10	7	175 00	24,351 54
16	4	92 00	9,721 08
17	2	50 75	5,828 32
39	1	20 00	4,000 00
42	1	20 00	2,531 56
Totals.....	22	\$510 35	\$66,847 29

Table 18.

NATIVITY OF PERMANENT TOTAL DISABILITY CLAIMS.

Washington	2	Austria	2
Wisconsin	1	Japan	1
Minnesota	1	Bulgaria	1
Maine	1	Germany	2
Texas	1	England	3
Kentucky	2	Scotland	1
Sweden	1	Not Given.....	2
Iceland	1		—
Total.....			22

Table 19.

CONJUGAL CONDITION.

Single	13
With wife only.....	4
With wife and one child.....	1
With wife and two children.....	2
With wife and five children.....	1
Widower with one child.....	1
	—
Total.....	22

Table 20.

FATAL ACCIDENTS.

Class	Req. No Pen- sion	Req. Pen- sion	Monthly Pensions		Reserves for Pensions		Burial Awards	
			Total Amount	Average Amount	Total Amount	Average Amount	No.	Total Amount
1.....	1	2	\$45 00	\$22 50	\$6,844 97	\$3,172 49	3	\$225 00
2.....	1	1	20 00	20 00	4,000 00	4,000 00	2	150 00
5.....	4	12	277 20	23 10	34,299 13	2,858 26	16	1,200 00
6.....	1	1	20 00	20 00	2,695 72	2,695 72	2	150 00
7.....	13	7	228 15	32 59	34,457 29	4,922 17	23	1,725 00
8.....	2	6	120 00	20 00	14,192 65	2,865 44	9	590 00
9.....	1						1	75 00
10.....	69	62	1,548 40	24 97	184,674 14	2,978 61	137	10,242 41
12.....	2	1	20 00	20 00	2,127 37	2,127 37	2	150 00
13.....	3	5	95 00	19 00	13,509 66	2,701 93	3	600 00
14.....	2	1	20 00	20 00	3,436 17	3,436 17	3	225 00
16.....	15	40	1,129 35	28 23	133,970 66	3,349 26	56	4,200 00
17.....	5	2	45 80	22 90	5,670 27	2,835 13	3	600 00
18.....		1	20 00	20 00	2,237 01	2,237 01	1	75 00
21.....		6	155 00	25 83	14,977 24	2,429 53	6	405 00
23.....		1	35 00	35 00	4,000 00	4,000 00	1	75 00
24.....		1	35 00	35 00	4,000 00	4,000 00	1	75 00
25.....		1	20 00	20 00	2,613 07	2,613 07	1	75 00
29.....	1	1	10 00	10 00	1,024 06	1,024 06	2	150 00
34.....	2						1	75 00
35.....		1	35 00	35 00	4,000 00	4,000 00	1	75 00
37.....		1	35 00	35 00	4,000 00	4,000 00	1	75 00
41.....		1	20 00	20 00	4,000 00	4,000 00	1	75 00
42.....	2						1	75 00
.....	13*							
Totals.	142	154	\$3,983 90	\$25 54	\$480,279 41	\$3,118 69	236	\$21,362 41

*Not under act.

Table 20b.

STATES AND COUNTRIES TO WHICH PENSIONS WERE ALLOWED
DURING THE FISCAL YEAR.

Pennsylvania	2	Rhode Island	1
West Virginia	1	Austria	2
California	1	Finland	2
Michigan	2	Washington	137
Oregon	5		
Japan	1	Total.....	154

Table 21.

IMMEDIATE CAUSE OF DEATH.

Fractured skull	79
Fractured spine	10
Crushing of body (general)	93
Asphyxiation	36
Hemorrhage	6
Ruptured liver traumatic (1 gall bladder).....	3
Electrocution	7
Scalds and burns.....	9
Septicemia	4
Pneumonia (secondary)	3
Meningitis (tubercular)	1
Meningitis (traumatic)	1
Hyperthyroidism (acute)	1
Nephritis (acute infected).....	1
Heart disease (acute).....	3
Drowning	13
Shock from cold water.....	1
Hernia (strangulated)	1
Peritonitis (traumatic)	1
Internal injuries (indefinite).....	5
Total.....	278

Table 22.

REMOTE CAUSE OF DEATH.

Caught by donkey engine.....	3
Derailment of cars.....	3
Power driven saw.....	2
Caught between cars.....	4
Struck by car and train.....	7
Struck by auto.....	3
Automobile backfired	1
Fell under cars	7
Caught by conveyor	1
Saw started unexpectedly.....	1
Clutch on shaft.....	2
Belt and pulley.....	1
Log carriage	1
Fly wheel on press.....	1
Falling from cars	6
Hoist cage	2
Elevator fell	1
Contact live wire.....	8
Explosion of powder	7
Explosion of gas.....	34
Explosion of steam.....	5
Burn	2
Dragged by team.....	1
Run over by team.....	2
Kicked by horse.....	2
Fell in hole.....	1
Fell from ladder, platform, etc.....	15
Falling rock, coal, dirt, etc.....	17
Falling building	1
Fell with barrel.....	1
Lumber truck fell.....	1
Cave in or dirt falling.....	5
Lumber from hoist.....	1
Struck by cable, etc.....	11
Struck by falling trees.....	35
Moving logs or poles.....	43
Objects from saw.....	4
Fragments from blast, etc.....	4
Blow from crank	1
Flying bar	1
Falling scaffold	1
Puncture arm with meathook.....	1
Fell on pole step.....	1
Fell on pick point.....	1
Heavy lifting	4
Sliver in hand	1
Falling into water.....	13
Operation for hernia.....	1
Exhaustion handling lumber.....	1
Collapse of scaffold	1
Slipped and fell.....	3
Putting on belt.....	1
Sharp projection, knee punctured.....	1
Total.....	278

Table 23.

NATIVITY—FATAL ACCIDENTS

Washington	11	Austria	16
Wisconsin	5	Norway	5
Ohio	4	Sweden	14
Illinois	2	Ireland	2
Wyoming	1	Holland	1
Minnesota	1	Russia	1
Maine	1	Denmark	1
Massachusetts	1	England	8
Pennsylvania	2	Scotland	2
Missouri	3	Germany	3
Oregon	1	Switzerland	1
California	2	France	1
Virginia	1	Belgium	1
Kansas	1	Finland	5
Arkansas	1	Wales	3
Nebraska	1	Japan	1
Iowa	2	Italy	16
So. Dakota	1	Montenegro	1
Michigan	3	Greece	1
United States	34	Nativity not given.....	102
Canada	9		
Poland	6	Total.....	278

In many of the above cases where Nativity is not known it has been impossible to find any dependents and nothing more than burial has been paid on these claims.

FATAL SCHEDULE.

Burial Expenses.

Burial expenses not to exceed.....\$75 00

Monthly Pensions.

Widow or invalid widower	\$20 00
Additional for each child under 16 years.....	5 00
Children without parents under 16 years, each.....	10 00
Maximum amount	35 00

Invalid children over the age of sixteen years are declared dependents in the Act. Dependents other than the widow or children of a deceased workman are entitled to a pension based upon 50 per cent of the support contributed by the deceased workman during the year immediately preceding the date of death, but in no case shall the pension exceed \$20 per month.

Reserves are set aside in fatal cases to guarantee pensions to the dependents of deceased workmen, and the amount of reserve is based upon the expectancy of life as fixed by the American Mortality Table on the assumption that the sum of \$4,000 shall be sufficient to guarantee a pension of \$20 per month to a widow aged thirty for the remainder of her life, the expectancy at that age being 35.33 years.

The \$4,000 mentioned above is the maximum amount which can be set aside in any one case. Where a dependent is over the age of thirty years the reserve set aside is in the same proportion to \$4,000 as the expectancy of life at the given age bears to the expectancy of life at the age of thirty years. According to an opinion of the Attorney General no reserve may be set aside for children in addition to the reserve set aside for the pension of the widowed mother, but all monthly pension allowances in cases of that kind must be paid from a reserve set aside for that purpose, said reserve not to exceed \$4,000.00.

In summing up the fatal accidents of the State of Washington for this year we find that 296 workmen paid the toll of life to the industries of the state. There were in all 124 who either had no dependents or whose dependents could not be found, consequently nothing more than burial expense was allowed. Eighteen additional cases were rejected, which were not considered the result of accidents within the meaning of the Compensation Act. There were 154 fatalities which required pensions and reserves were set aside to secure the same. In addition to this there were nineteen claims re-opened during the year for revision of pensions or for the payment of pensions where the claim had been suspended and files were afterward completed, so that pensions could be awarded.

From these figures it will be noted that one fatality has occurred for each work-day in the year, excluding holidays.

From the report of California for the year 1914 we find two fatalities for each work day in the year. In summing up the number of years loss, according to the American Table of Mortality, we find that industry has sacrificed 8,134 years of industrial life as a result of the fatal accidents in the industries of this state. In addition to this, we have been required to set aside over \$480,000.00 in reserves to secure pensions for the beneficiaries of these injured workmen. Would it not be well for each workman in the State, as he starts out to his daily occupation to ask himself the question: "Am I to pay this toll today?" and keep ever in his mind the words "Be careful."

Table 24.

DEPENDENTS OF FATAL CASES.

Wife with no children.....	44
Wife with one child.....	23
Wife with two children	19
Wife with three children	19
Wife with four children	14
Wife with five children	3
Wife with six children	1
Wife with seven children.....	2
Widower with one child.....	2
Widower with two children.....	2
Widower with five children.....	1
Mothers	11
Fathers	5
Father and mother.....	9
Total.....	155

We find by the above figures, from the fatals finalized during this year that there have been left dependent upon the State, 125 widows 220 children, 20 mothers, and 14 fathers. This does not include claims which did not come under the Act, nor pensions which were re-opened for awards.

Table 25a.

STATES AND COUNTRIES TO WHICH PENSIONS ARE SENT.

Taken from pension list for October, 1916.

<i>United States</i>	<i>No.</i>	<i>Amount</i>
Washington	499	\$11,300 35
Minnesota	8	86 50
Oregon	30	643 00
Ohio	5	95 00
Illinois	2	39 25
California	14	198 00
Oklahoma	3	73 60
Michigan	6	89 85
Utah	1	10 00
Texas	1	15 00
Virginia	2	31 25
West Virginia	6	137 30
Idaho	3	50 00
Colorado	1	30 00
Wyoming	2	20 00
Alaska	3	52 50
Arkansas	1	10 00
North Carolina	3	45 00
Nevada	1	24 00
South Dakota	1	30 00
North Dakota	1	6 25
New York	3	75 05

Table 25a—Continued.

<i>United States</i>	<i>No.</i>	<i>Amount</i>
Maine	2	\$35 00
Nebraska	2	15 00
Wisconsin	2	45 00
Tennessee	1	19 00
Pennsylvania	2	50 00
Montana	2	50 00
Kansas	2	37 70
Iowa	2	70 00
Missouri	1	20 00
Totals.....	612	\$13,404 20
<i>Foreign</i>	<i>No.</i>	<i>Amount</i>
Austria	35	\$579 76
Italy	17	283 10
Scotland	1	33 00
Switzerland	3	34 60
Norway	11	89 75
Canada	9	167 00
Finland	12	208 89
Japan	6	124 15
Ireland	3	32 09
Denmark	2	31 25
Sweden	10	140 58
Germany	1	2 50
Russia	3	87 10
Greece	6	99 28
Azores Island (Port.)	1	4 15
Syria	2	55 00
Bulgaria	1	30 00
England	1	5 00
Isle of Rhodes (Turkey)	1	35 00
France	1	33 70
Totals.....	126	\$2,075 90

Of the 738 pensions referred to above 691 are on account of fatal accidents, 11 of which are either paid annually or semi-annually, and 47 for permanent total disability.

Out of the total number, 568 pensions on account of fatal accidents and 44 pensions for permanent total disabilities, making a total of 612 pensions amounting to \$13,404.20 or 86.6 per cent of the October pension roll, remained in the United States.

There were 123 pensions on account of fatal accidents and 3 pensions for Permanent Total Disabilities, making a total of 126 pensions amounting to \$2,075.90 or 13.4 per cent of the October pension roll, going to foreign countries.

Of the total number of pensions, 499 or 67.6 per cent amounting to \$11,300.35 or 73 per cent of the total October pension roll remained in the State of Washington.

Of the foreign countries Austria receives more than double the amount sent to any other foreign country.

Table 26.—SUMMARY OF INJURIES AND AWARDS PER CLASS.

CLASS	Number Tem- porary Total Disa- bilities	Number Per- manent Total Disa- bilities	Number Fatal Total	Total All Injuries	Awards Temporary Total Disabilities	Awards Permanent Partial Disabilities	10% Awards to Parents	Reserves for Permanent Total Disabilities	Reserves for Fatal Accidents	Burial Awards	Total Awards
1.....	80	1	3	84	\$3,156 80	\$775 00	.....	\$4,000 00	\$6,344 97	\$225 00	\$14,501 77
2.....	85	.....	2	87	3,415 96	1,137 50	.....	.....	4,000 00	150 00	8,708 45
3.....	43	.....	.....	43	2,178 30	1,812 50	.....	.....	.....	.....	3,990 80
5.....	624	1	16	641	32,258 55	20,725 00	.....	4,000 00	34,239 13	1,200 00	92,477 68
6.....	143	.....	2	145	5,216 40	5,300 00	.....	.....	2,695 72	150 00	13,862 12
7.....	432	5	20	457	17,524 60	22,750 00	\$153 75	12,414 79	34,457 29	1,725 00	89,025 43
8.....	474	.....	8	482	21,106 40	12,012 50	25 00	.....	14,192 65	590 00	47,923 55
9.....	355	.....	1	356	7,665 20	3,000 00	3 75	.....	.....	75 00	10,743 95
10.....	7,275	7	131	7,413	254,553 80	212,550 00	1,231 60	24,851 54	184,674 14	10,242 41	687,603 58
12.....	62	.....	3	65	1,647 60	1,637 50	86 00	.....	2,127 37	150 00	5,697 47
13.....	73	.....	8	81	2,462 40	1,050 00	.....	.....	13,509 66	600 00	17,622 06
14.....	185	.....	3	188	6,433 45	4,550 00	.....	.....	3,439 17	225 00	14,644 62
15.....	33	.....	.....	33	976 50	.....	.....	.....	.....	.....	976 50
16.....	302	4	55	361	37,033 06	20,737 50	.....	9,721 08	133,970 66	4,200 00	205,662 29
17.....	239	2	7	248	10,235 00	9,237 50	.....	5,823 32	5,670 27	600 00	31,571 69
18.....	523	.....	1	529	14,602 85	4,525 00	10 00	.....	2,287 01	75 00	21,559 86
19.....	33	.....	.....	33	655 80	375 00	.....	.....	.....	.....	1,030 80
20.....	3	.....	.....	3	73 25	.....	.....	.....	.....	.....	73 25
21.....	450	.....	6	456	17,604 85	9,037 50	.....	.....	14,977 24	405 00	42,074 59
22.....	72	.....	.....	72	2,435 30	2,675 00	.....	.....	.....	.....	5,110 30
23.....	29	.....	1	30	1,033 00	162 50	.....	.....	4,000 00	75 00	5,306 10
24.....	136	.....	1	137	3,995 00	2,362 50	46 25	.....	4,000 00	75 00	10,478 75
25.....	3	.....	1	4	145 25	250 00	.....	.....	2,613 07	75 00	3,084 32
29.....	590	.....	2	592	15,545 76	22,775 00	395 00	.....	1,024 06	150 00	39,889 82
31.....	63	.....	.....	63	1,832 75	2,425 00	.....	.....	.....	.....	4,257 75
33.....	33	.....	.....	33	2,311 25	1,037 50	.....	.....	.....	.....	3,348 75
34.....	656	.....	2	658	16,405 25	13,537 50	31 25	.....	.....	75 00	30,049 00
35.....	72	.....	1	73	2,039 40	775 00	12 50	.....	4,000 00	75 00	6,951 90
37.....	35	.....	1	39	2,603 10	2,262 50	32 50	.....	4,000 00	75 00	8,978 10
38.....	60	.....	.....	60	1,243 75	1,975 00	.....	.....	.....	.....	3,223 75
39.....	65	1	.....	66	1,371 90	400 00	.....	4,000 00	.....	.....	5,771 90
40.....	77	.....	.....	77	1,790 70	437 50	16 25	.....	.....	.....	2,294 45

Table 26.—SUMMARY OF INJURIES AND AWARDS PER CLASS—Concluded.

CLASS	Number Tem- porary Total Disa- bilities	Number Per- manent Total Disa- bilities	Number Fatal Deaths	Total All Injuries	Awards Temporary Total Disabilities	Awards Permanent Partial Disabilities	10% Awards to Parents	Reserves for Permanent Total Disabilities	Reserves for Fatal Accidents	Burial Awards	Total Awards
41.....	30	.....	1	31	\$514 35	\$1,357 50	\$63 75	.....	\$4,000 00	\$75 00	\$6,310 00
42.....	555	1	2	558	25,416 22	8,200 00	.....	\$2,531 50	.....	75 00	26,222 78
43.....	151	.....	.....	151	3,540 25	1,902 50	10 00	.....	.....	.....	5,512 75
44.....	37	.....	.....	37	1,795 40	3,057 50	.....	.....	.....	.....	4,882 90
45.....	4	.....	.....	4	159 30	800 00	.....	.....	.....	.....	959 30
46.....	1	.....	.....	1	45 00	25 00	.....	.....	.....	.....	70 00
47.....	16	.....	.....	16	622 10	300 00	.....	.....	.....	.....	922 10
48.....	6	.....	.....	6	315 00	1,175 00	.....	.....	.....	.....	1,490 00
.....	.....	.....	*18	.....	.....	.....	.....	.....	.....	.....	.....
Totals....	14,818	22	296	15,136	\$524,415 67	\$699,325 00	\$2,086 60	\$66,847 29	\$430,279 41	\$21,362 41	\$1,494,316 38

*These claims were not considered the result of an accident within the meaning of the compensation act.

In addition to the two hundred ninety-six fatalities as shown in the above figures there were nineteen claims re-opened for which pensions were allowed and the amount of these pensions is included in the above figures.

The above table is a statement of awards and has reference to claims which were finalized during the fiscal year and should not be confused with the financial table published by the auditing department, which is the proper table to refer to for amounts paid in each class during the year.

Table 27.—COMPARATIVE STATEMENT.
SHOWING AVERAGE DURATION AND AWARDS FOR DISABILITY FOR THREE YEARS.

CLASS	TEMPORARY TOTAL DISABILITY					PERMANENT PARTIAL DISABILITY				
	Average Days Duration					Average Amount of Awards				
	1913	1914	1915	1916		1913	1914	1915	1916	
1.....	31.2	33.1	39	28.6		\$207 81	\$241 25	\$256 88	\$110 71	
2.....	38.4	29.9	42	29.7		326 70	422 50	430 35	227 50	
3.....	38	26.5	33	40.5		333 00	150 00	129 33	604 15	
5.....	32.4	32.3	42	36.7		341 35	278 85	341 97	328 96	
6.....	29.9	25.1	37	29.3		213 82	271 00	521 88	441 66	
7.....	28.3	35.8	36	33		310 00	341 62	325 76	406 25	
8.....	31.2	36.1	34	33		284 00	295 20	441 63	279 36	
9.....	30.9	23.9	28	16.3		281 94	242 13	152 08	200 00	
10.....	23.1	27.9	30	26.7		287 13	272 20	288 00	286 85	
12.....	29.5	33.1	17	20		.....	96 70	141 67	241 07	
13.....	35	42.1	34	23		400 00	450 00	162 50	262 50	
14.....	21.9	24.6	30	24		362 50	412 50	296 32	379 16	
15.....	39.1	37.4	26	16		331 25	300 00	288 33	.....
16.....	23.3	27.7	34	25.9		373 11	333 40	302 61	471 30	
17.....	30.6	36.7	33	32		359 71	440 21	343 02	313 50	
18.....	28	33.2	31	19.6		255 83	167 76	270 83	181 00	
19.....	19.1	13.3	14	14		163 75	.....	150 00	375 00	
20.....	39	.....	24	21		113 75	.....	.....	.....
21.....	32.2	34.0	33	27.6		432 14	473 36	395 45	233 00	
22.....	40.3	25.9	18	29.9		404 17	225 00	177 03	332 14	
23.....	43.2	26.0	41	22.3		100 00	750 00	166 66	81 25	
24.....	14.1	15.3	19	16		210 00	202 03	232 19	236 25	
25.....	24.6	45.0	36	30		37 50	262 50	437 50	250 00	
29.....	23	21.3	25	21		213 59	226 96	199 72	223 25	
30.....	41.8	23.0	.....	.....		100 00	.....	.....	.....
31.....	21.5	26.9	36	21		332 95	219 45	527 03	435 00	
33.....	23.3	39.4	23	20.5		146 63	173 39	113 13	345 33	

Table 27.—COMPARATIVE STATEMENT—Concluded.

CLASS	TEMPORARY TOTAL DISABILITY					PERMANENT PARTIAL DISABILITY				
	Average Days Duration					Average Amount of Awards				
	1913	1914	1915	1916		1913	1914	1915	1916	
34.	19.8	21.0	22	18		\$23 27	\$23 82	\$20 15	\$25 00	\$227 23
35.	22.6	17.5	21	21.8		38 16	28 38	39 85	29 08	228 89
36.	25.6	23.6	29	50.3		48 34	33 80	40 15	08 63	475 00
37.	23.2	15.7	16	17		26 20	15 85	17 85	20 80	117 85
38.	18.7	31.6	28	16.7		17 80	34 87	30 08	21 10	841 67
39.	15.3	18.4	19	17.6		17 61	22 83	24 08	28 25	76 00
40.	22.7	21.5	16	22		28 67	29 62	20 83	27 14	208 13
41.	39.4	33.4	26	32.5		63 54	46 73	48 51	45 79	325 00
42.	19.5	16.8	16	17		25 27	21 82	21 96	22 44	380 00
43.	24.9	24.7	34	33.7		37 18	32 45	45 98	43 52	191 67
44.	50.1	29.0	13	57		76 43	43 35	21 15	39 32	500 00
45.	65.8	22.0	.....	28		110 77	25 35	.....	45 00	62 50
46.	21	23.4	18	28.7		29 55	33 59	25 52	39 83	.....
47.	42.3	42.7	52	30		57 98	60 35	60 30	52 60	.....
Totals.....	27.5	29.5	31	24.3		\$37 20	\$38 83	\$41 23	\$35 89	\$237 49
										\$275 00
										\$236 02
										\$221 92
										253 33
										282 81
										329 16
										80 00
										81 25
										231 25
										256 25
										337 08
										506 25
										400 00
										25 00
										300 00
										557 50
										\$239 15

This comparative statement shows the average duration of permanent partial disability awards, and presents in a grasp in each class from year to year. For instance, in class 21 the average amount of awards for 1913 was \$432.14, \$473.83, \$696.45 and \$233.00.

It can be seen from this that the average disability was increased in the second year and commenced to drop back in the third, in the fourth year the average was lower than in any previous year, while the average amount of awards varied a trifle from this, but were lower in the fourth year. The awards for permanent partial disability followed the outline of the average duration fairly well, being considerable lower for 1918. By the study of this table, the nature of the accidents one year as compared to another can readily be seen.

is and the average amount of losses of the injuries resulting in 1913 to 1916 was as follows: while the average permanent

Table 28.

WAGE LOSS AND MEDICAL TREATMENT VS. COMPENSATION.

The following information has been gathered from claims which show the cost of medical treatment and where the claimants did not pay hospital dues.

Number cases reported which did not result in permanent partial disability	2,216
Number cases reported which did result in permanent partial disability	175
Total cases reported.....	2,391
Total number of days lost by the above claimants.....	115,955
Wages lost account of injuries:	
Those having permanent partial disability..	\$46,494 00
Those not having permanent partial disability	134,352 00
Total wages lost	\$180,846 00
Cost of medical treatment:	
Reports of those having permanent partial disability	\$15,499 00
Reports of those not having permanent partial disability	29,608 00
Total cost of medical treatment.....	45,107 00
Total cost to the above 2,391 injured workmen, wages plus medical treatment	\$225,953 00
Compensation paid by the employers of the State through the Industrial Insurance Commission.....	83,045 00
Net loss to this group of workmen.....	\$142,908 00
Percentage borne by the employees.....	63%
Percentage borne by the employers.....	37%

In addition to the above the industries have paid as a result of these injuries \$49,550.00 for permanent partial disability which goes to compensate the injured workmen for the loss of member or function of the same, and while we cannot fully repay an injured workman for loss of member, we assume that the one offsets the other, and do not make an attempt to show what the difference might be.

The above 2,391 claims upon which information has been received regarding medical treatment represents 16.1 per cent of the temporary total disability claims and we find that in addition to this 8,910 or 60.2 per cent according to the workmen's reports were paying hospital dues which leaves a balance of 23.7 per cent that did not make any report regarding these items.

Table 29.—BRUISES.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Foot	712	12,821	18	\$17,210 05	\$24 17	11	\$2,600 00	.....	\$19,810 05
First toe	273	3,718	13.6	5,169 80	18 93	3	1,075 00	.....	6,244 80
One other toe.....	55	674	12	929 65	16 81	1	50 00	.....	979 65
Two toes	69	990	14	1,234 70	18 32	4	112 50	1 85 00	1,382 50
Three toes	35	600	17	806 10	23 05	1	25 00	.....	831 10
Four toes	11	172	15	253 10	23 27	.....	.....	.....	253 10
Five toes	10	152	15	209 80	20 98	.....	.....	.....	209 80
Leg	545	12,674	23	16,844 60	30 73	6	1,900 00	1 7 50	18,752 10
Thigh	134	3,354	25	4,254 20	31 75	4	1,650 00	.....	5,904 20
Ankle	111	2,354	21	3,272 25	29 73	2	275 00	.....	3,547 25
Knee	244	6,219	25	8,225 90	33 71	7	2,750 00	.....	10,975 90
Hip	106	2,510	24	3,119 45	29 42	3	775 00	.....	3,894 45
Hand	306	5,307	17	7,068 00	23 16	11	2,967 50	2 20 00	10,045 50
Thumb	195	3,401	17	4,501 45	23 08	13	1,962 50	1 27 50	6,491 45
First finger	190	2,851	15	3,921 35	20 63	8	967 50	.....	4,858 85
Second finger	199	2,851	14	3,758 30	18 83	8	562 50	.....	4,320 80
Third finger	166	2,491	15	3,182 90	19 17	3	225 00	.....	3,407 90
Fourth finger	142	2,632	18.5	3,274 10	23 05	8	362 50	.....	3,636 60
First and second.....	55	908	16.5	1,173 70	21 34	5	562 50	.....	1,736 20
Second and third.....	59	1,050	18	1,271 15	21 91	4	350 00	1 6 00	1,627 15
Third and fourth.....	27	396	14.6	542 10	20 07	4	225 00	.....	767 10
Three fingers	37	705	19	911 80	24 64	3	762 50	1 18 75	1,683 05
Four fingers	8	161	20	217 00	24 50	.....	.....	.....	217 00
Thumb and one finger.....	10	218	21.8	287 06	28 70	.....	.....	.....	287 06
Thumb and two fingers.....	6	101	16.7	132 75	22 12	.....	.....	.....	132 75
Thumb and three fingers.....	2	43	21.5	59 65	29 32	.....	.....	.....	59 65
Wrist	39	676	17.7	863 70	22 72	1	175 00	.....	1,038 70
Forearm	33	1,277	15.3	1,795 10	21 62	2	1,100 00	.....	2,895 10
Elbow	48	909	18.9	1,243 85	25 91	.....	.....	.....	1,243 85
Arm	87	1,329	15.3	1,765 85	20 30	1	500 00	.....	2,265 85
Shoulder	172	3,733	21.7	5,222 80	30 39	7	3,800 00	.....	9,022 80
Neck	13	190	14.6	266 65	20 51	.....	.....	.....	266 65
Spine	1	45	45	72 15	72 15	.....	.....	.....	72 15
Back	300	7,804	26	10,705 15	32 35	7	3,200 00	.....	13,905 15

Table 29.—BRUISES—Concluded.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Chest	132	2,479	18.7	\$3,528 85	\$28 71	1	\$250 00	.....	\$3,776 85
Side	211	3,658	17.3	5,092 95	24 13	1	500 00	.....	5,592 95
Two ribs	2	87	18	54 50	27 25	.....	.....	.....	54 50
Buttock	2	16	8	24 75	12 87	.....	.....	.....	24 75
Abdomen	48	727	15.1	957 85	19 95	1	75 00	.....	1,032 85
Groin	8	118	14.7	156 80	19 60	.....	.....	.....	156 80
Testicles	41	857	20.9	1,145 15	27 93	.....	.....	.....	1,145 15
Head	87	2,628	30.2	3,603 95	41 45	6	2,675 00	.....	6,281 95
Skull	2	221	110	267 75	133 87	.....	.....	.....	267 75
Scalp	5	29	6	34 80	6 96	.....	.....	.....	34 80
Face	62	661	10.6	835 70	13 96	.....	.....	.....	835 70
Nose	6	78	13	119 95	19 99	.....	.....	.....	119 95
Forehead	5	56	11	81 40	16 23	.....	.....	.....	81 40
Scrotum	2	18	9	27 20	13 60	.....	.....	.....	27 20
Sacrum	1	11	11	14 85	14 85	.....	.....	.....	14 85
Eye	170	2,485	14.6	3,603 10	21 22	26	10,587 50	.....	14,195 60
Ear	5	69	14	93 70	18 74	2	1,125 00	.....	1,218 70
Occyx	4	73	18	105 10	26 27	.....	.....	.....	105 10
Multiple members	135	4,775	35.8	6,661 75	49 34	4	2,875 00	\$17 50	9,054 25
Totals.....	5,379	104,307	19.4	\$140,264 45	\$26 07	168	\$46,462 50	8	\$186,829 20

Table 30.—CUTS.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Foot	233	4,983	21.4	\$6,513 30	\$27 95	5	\$512 50	1	\$7,080 80
First toe	69	1,410	20.4	1,833 80	26 57	4	287 50	.....	2,121 30
One other toe.....	23	268	11	337 40	14 66	1	12 50	.....	349 90
Two toes	9	141	15.6	179 35	19 93	.....	.....	.....	179 35
Three toes	1	11	11	12 70	12 70	.....	.....	.....	12 70
Four toes	1	78	78	180 00	180 00	1	50 00	.....	230 00
Leg	140	3,353	23.9	4,326 25	31 16	2	800 00	.....	5,126 25
Thigh	38	684	18	883 10	23 23	1	200 00	.....	1,083 10
Ankle	34	693	20.3	855 45	25 16	.....	.....	.....	155 45
Knee	144	3,017	20.9	3,989 55	27 53	5	2,575 00	1	6,662 05
Hip	2	25	8	136 40	45 47	.....	.....	.....	136 40
Hand	402	6,268	15.5	8,441 05	20 99	23	2,650 00	1	11,097 30
Thumb	243	3,993	16.4	5,600 46	23 05	19	2,100 00	.....	7,700 46
First finger	244	4,135	16.9	5,440 20	22 29	23	2,262 50	2	7,718 95
Second finger	150	2,325	15.5	3,244 60	21 63	11	800 00	.....	4,044 60
Third finger	129	1,877	14.5	2,546 45	19 75	12	625 00	.....	3,171 45
Fourth finger	98	1,591	16.2	2,155 85	22 00	13	475 00	.....	2,630 85
First and second	64	1,373	21	1,839 95	23 74	12	1,967 50	2	3,864 95
Second and third.....	72	1,562	21.6	2,124 00	29 50	13	962 50	1	3,092 10
Third and fourth.....	30	554	18.5	822 90	27 40	4	225 00	.....	1,047 90
Three fingers	45	1,059	23.5	1,448 90	32 19	12	2,337 50	1	3,795 15
Four fingers	15	517	34.5	667 70	44 51	6	537 50	.....	1,255 20
Thumb and one finger.....	28	718	25.6	992 20	35 43	7	962 50	2	1,977 20
Thumb and two fingers.....	5	139	27.8	200 50	40 12	1	87 50	.....	288 00
Thumb and three fingers.....	2	38	19	57 45	23 77	.....	.....	.....	57 45
Thumb and four fingers.....	1	14	14	29 30	29 30	1	12 50	.....	41 80
Wrist	77	1,092	14.2	1,427 35	18 53	5	1,525 00	2	3,047 35
Forearm	70	1,335	19	1,927 90	27 53	7	4,600 00	.....	6,527 90
Elbow	16	255	16	362 00	22 64	.....	.....	.....	362 00
Arm	34	648	19	861 00	25 32	2	275 00	.....	1,136 00
Shoulder	12	120	10	168 40	14 08	.....	.....	.....	168 40
Neck	3	19	6.3	21 90	7 30	.....	.....	.....	21 90
Back	36	905	29.5	1,291 05	35 85	.....	.....	.....	1,291 05

Table 30.—CUTS—Concluded.

MEMBER	Number of Injuries	Duration of Dis- abilities (Work Days)	Average Duration of Disa- bilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Chest	3	42	14	\$49 65	\$16 55	.....	.....	.....	\$49 65
Side	9	113	12.5	168 00	18 66	.....	.....	.....	168 00
Buttock	1	4	4	4 60	4 60	.....	.....	.....	4 60
Abdomen	3	22	7	35 25	11 75	.....	.....	.....	35 25
Penis	1	7	7	9 45	9 45	.....	.....	.....	9 45
Scrotum	4	85	21	104 70	26 17	.....	.....	.....	104 70
Head	106	1,546	14.8	2,170 90	20 10	.....	.....	.....	2,170 90
Scalp	132	1,966	14.8	2,528 35	19 15	1	\$400 00	.....	2,928 35
Face	110	1,120	10.6	1,573 65	15 21	.....	.....	.....	1,573 65
Nose	16	257	16	356 80	22 40	.....	.....	.....	356 80
Forehead	51	593	11.6	925 90	18 15	.....	.....	.....	925 90
Eye	65	1,063	16.3	1,443 50	22 20	9	6,475 00	1	7,951 00
Ear	13	388	29.8	479 65	36 80	1	157 50	.....	637 15
Multiple members	6	69	11	96 35	16 39	2	100 00	.....	196 35
Totals.....	2,938	52,497	17.6	\$70,849 16	\$23 67	209	\$84,075 00	14	\$105,231 01

Table 31.—PUNCTURES.

MEMBER	Number of Injuries	Duration of Dis- abilities (Work Days)	Average Duration of Dis- abilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Foot	209	2,527	12	\$3,377 65	\$16 16	8	\$212 50	.....	\$3,590 15
First toe	13	90	7	123 65	9 51	.....	.....	.....	123 65
One other toe.....	3	42	14	61 70	20 53	.....	.....	.....	61 70
Leg	23	349	12.4	520 35	18 53	.....	.....	.....	520 35
Thigh	14	193	14	249 25	17 80	.....	.....	.....	249 25
Ankle	10	85	8.5	121 55	12 15	.....	.....	.....	121 55
Knee	51	553	17.8	710 15	22 90	.....	.....	.....	710 15
Hip	3	39	13	45 55	15 18	.....	.....	.....	45 55
Hand	125	1,477	11.8	2,062 05	16 25	3	362 50	.....	2,404 55
Thumb	16	259	16	363 00	22 63	1	225 00	\$10 00	588 00
First finger	27	224	10.5	372 05	13 77	1	175 00	.....	547 05
Second finger	12	129	10.7	143 60	12 33	.....	.....	.....	143 60
Third finger	8	71	9	88 40	11 05	.....	.....	.....	88 40
Fourth finger	6	34	5.6	46 35	7 31	.....	.....	.....	46 35
First and second finger.....	1	13	13	15 60	15 60	.....	.....	.....	15 60
Second and third finger.....	1	6	6	9 35	9 35	.....	.....	.....	9 35
Third and fourth finger.....	3	16	5.3	19 35	6 62	.....	.....	.....	19 35
Wrist	12	63	5.6	99 35	8 31	.....	.....	.....	99 35
Forearm	19	223	11.8	324 00	17 00	.....	.....	.....	324 00
Elbow	6	39	15	144 05	24 01	.....	.....	.....	144 05
Arm	10	93	9.3	131 90	13 19	.....	.....	.....	131 90
Shoulder	3	15	5	17 90	5 93	.....	.....	.....	17 90
Neck	2	40	23	66 55	33 27	.....	.....	.....	66 55
Back	3	71	24	116 80	33 93	.....	.....	.....	116 80
Chest	5	76	15	96 35	19 27	.....	.....	.....	96 35
Side	1	7	7	12 10	12 10	.....	.....	.....	12 10
Buttock	3	23	9	47 10	15 70	.....	.....	.....	47 10
Abdomen	1	19	19	22 50	22 50	.....	.....	.....	22 50
Rectum	1	26	20	30 00	30 00	.....	.....	.....	30 00
Head	2	16	8	29 90	14 95	.....	.....	.....	29 90
Face	4	31	8	37 10	9 27	.....	.....	.....	37 10
Nose	1	5	5	5 75	5 75	.....	.....	.....	5 75
Forehead	1	13	13	20 75	20 75	.....	.....	.....	20 75
Eye	44	661	15	951 20	21 53	5	3,025 00	.....	3,976 20
Totals.....	623	7,637	12	\$10,459 40	\$16 65	13	\$4,000 00	\$10 00	\$14,469 40

Table 32.—SPRAINS.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Foot	65	1,542	23.7	\$2,196 15	\$33 78	3	\$375 00	.....	\$2,871 15
First toe	4	42	10.5	56 45	14 11	.....	.....	.....	56 45
One other toe.....	2	27	13	43 80	21 90	.....	.....	.....	43 80
Leg	36	930	25.8	1,291 05	35 86	.....	.....	.....	1,291 05
Thigh	12	478	39.9	641 50	53 46	1	100 00	.....	741 50
Ankle	444	9,885	22	13,171 79	29 66	15	1,050 00	.....	14,221 79
Knee	143	4,816	33.6	6,678 06	46 69	7	2,250 00	.....	8,928 06
Hip	5	401	80	451 96	86 39	.....	.....	.....	451 96
Hand	16	279	17.5	406 10	25 38	.....	.....	.....	406 10
Thumb	23	362	12.5	507 50	18 12	1	100 00	.....	607 50
Second finger	5	63	12.6	90 45	16 09	.....	.....	.....	90 45
Third finger	1	10	10	11 55	11 55	.....	.....	.....	11 55
Fourth finger	1	6	6	8 65	8 65	.....	.....	.....	8 65
Wrist	191	3,192	16.7	4,433 80	23 21	3	1,187 50	.....	5,621 30
Forearm	10	160	16	245 10	24 51	1	300 00	.....	545 10
Elbow	23	399	17.3	546 96	23 78	2	200 00	.....	746 96
Arm	23	366	13	490 50	17 51	.....	.....	.....	490 50
Shoulder	91	2,235	24.5	3,071 25	33 75	5	1,450 00	.....	4,521 25
Neck	8	214	27	276 55	34 44	1	400 00	.....	676 55
Spine	1	145	145	239 25	239 25	.....	.....	.....	239 25
Back	514	9,810	19	13,775 60	26 80	5	2,525 00	.....	16,300 60
Chest	9	150	16.6	247 55	27 50	.....	.....	.....	247 55
Side	49	918	18.7	1,162 30	23 70	1	25 00	.....	1,187 30
Abdomen	8	149	18.5	196 06	24 33	.....	.....	.....	196 06
Groin	4	21	5	26 96	6 74	.....	.....	.....	26 96
Multiple members	6	276	46	365 95	60 99	.....	.....	.....	365 95
Totals.....	1,704	36,816	21.6	\$50,612 79	\$29 70	45	\$10,292 50	.....	\$60,875 29

Table 33.—FRACTURES.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Foot	109	6,161	53.5	\$8,179 10	\$75 08	22	\$7,687 50	.....	\$15,816 60
First toe	69	1,880	27.2	2,708 25	89 17	2	275 00	.....	2,978 25
One other toe	31	868	28	1,078 30	84 78	.....	.....	.....	1,078 30
Two toes	6	249	41.5	478 90	79 65	1	287 50	.....	768 40
Three toes	2	75	37.5	85 55	42 77	.....	.....	.....	95 55
Leg	277	34,630	125	44,972 73	162 85	98	24,725 00	1	69,697 73
Thigh	39	9,107	238	10,694 00	274 20	88	15,800 00	1	26,569 00
Ankle	4	481	120	538 05	144 26	.....	675 00	.....	1,208 05
Knee	6	720	120	928 75	154 79	5	1,175 00	.....	2,108 75
Hand	68	2,636	42.6	4,181 60	65 58	11	1,250 00	.....	5,381 60
Thumb	39	1,544	39.5	2,235 40	57 81	9	925 00	.....	3,160 40
First finger	39	1,190	30.5	1,531 10	39 25	12	1,487 50	1	2,976 10
Second finger	30	822	27.8	1,176 87	39 28	5	212 50	.....	1,389 87
Third finger	29	700	24	979 65	38 78	4	262 50	.....	1,242 15
Fourth finger	41	1,162	28.8	1,521 10	37 10	9	400 00	1	1,926 10
First and second finger	1	20	20	24 65	24 65	.....	.....	.....	24 65
Second and third finger	3	134	44.6	195 00	65 00	1	250 00	.....	445 00
Third and fourth finger	5	165	38	290 55	58 11	.....	.....	.....	290 55
Three fingers	8	141	47	198 45	66 15	1	750 00	.....	948 45
Four fingers	2	130	65	152 00	76 00	1	887 50	.....	489 50
Thumb and two fingers	1	44	44	68 45	68 45	.....	.....	.....	68 45
Wrist	1	62	62	74 40	74 40	.....	.....	.....	74 40
Forearm	168	11,590	68.9	15,045 35	89 55	40	14,125 00	.....	29,170 35
Elbow	1	82	82	46 15	46 15	.....	.....	.....	46 15
Arm	88	8,769	114.2	5,057 45	153 25	22	8,875 00	.....	13,932 45
Clavicle	49	4,002	81.6	5,864 40	109 47	10	8,875 00	.....	8,789 40
Shoulder	20	1,640	82	2,044 05	102 20	6	2,925 00	.....	4,969 05
Neck	1	25	25	28 85	28 85	.....	.....	.....	28 85
Spine	5	1,498	299	2,198 45	448 33	3	3,450 00	.....	5,648 45
Sternum	2	64	32	91 15	45 57	.....	.....	.....	91 15
One rib	274	6,886	23	8,802 05	32 12	2	125 00	.....	8,927 05
Two ribs	155	5,447	35	7,700 00	49 68	2	1,350 00	.....	9,050 00
Three ribs	41	1,787	43.6	2,487 35	60 66	3	1,075 00	.....	8,562 35

Table 33.—FRACTURES—Concluded.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Four or more ribs.....	11	1,011	92	\$1,116 40	\$101 49	3	\$1,350 00	.....	\$2,466 40
Ilium	1	27	27	54 50	54 50	1	450 00	.....	504 50
Pelvis	16	1,906	116.4	2,638 10	167 69	6	3,400 00	.....	6,038 10
Skull	23	3,225	140.2	3,785 90	164 60	11	5,075 00	.....	8,860 90
Nose	35	689	19.7	902 55	25 78	1	50 00	.....	952 55
Superior maxillary	7	164	21.15	198 45	28 35	1	450 00	.....	648 45
Jaw	15	1,048	69.8	1,297 50	86 50	3	1,750 00	.....	3,047 50
Multiple members	7	1,060	147	1,366 30	195 18	5	3,250 00	.....	4,616 30
Totals.....	1,664	108,261	65	\$142,492 80	\$85 63	328	\$107,475 00	4 997 50	\$250,065 80

Table 24.—DISLOCATIONS.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Foot	4	218	54.5	\$339 10	\$84 77	1	\$800 00	.....	\$339 10
First toe	1	42	42	49 06	49 06	1	76 00	.....	124 06
Ankle	9	430	46	530 60	58 96	.....	.....	.....	530 60
Knee	19	1,250	65.7	1,480 90	77 96	4	1,325 00	1	2,845 90
Hip	9	1,231	137	1,532 96	170 33	4	1,925 00	.....	8,457 96
Hand	7	562	80	662 35	94 62	2	800 00	.....	1,462 35
Thumb	17	376	22	476 95	27 86	2	125 00	2 50	604 45
First finger	4	53	13	67 20	16 30	.....	.....	.....	67 20
Second finger	4	38	9.5	55 55	13 38	.....	.....	.....	55 55
Third finger	3	98	33	154 96	51 65	.....	.....	.....	154 96
Fourth finger	2	45	22.5	53 95	26 97	.....	.....	.....	53 95
First and second finger	1	12	12	14 40	14 40	.....	.....	.....	14 40
Second and third finger	2	29	14.5	36 10	18 05	.....	.....	.....	36 10
Third and fourth finger	1	32	32	43 20	43 20	.....	.....	.....	43 20
Three fingers	2	58	29	66 90	33 45	.....	.....	.....	66 90
Wrist	11	296	36	566 45	51 49	1	50 00	.....	616 45
Elbow	7	353	50.5	448 75	64 10	3	1,275 00	.....	1,723 75
Clavicle	4	336	84	420 15	105 04	1	300 00	.....	720 15
Shoulder	48	2,552	52	3,366 40	70 10	10	4,012 50	.....	7,378 90
Neck	2	31	15	59 00	29 50	.....	.....	.....	59 00
Spine	3	650	216.6	1,080 00	343 33	3	2,475 00	.....	3,505 00
Totals.....	160	8,792	54.9	\$11,454 90	\$71 59	32	\$12,662 50	2	\$24,159 90

Table 35.—AMPUTATIONS.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Foot	5	739	153	\$953 85	\$191 77	5	\$4,387 50	.....	\$5,343 35
First toe	7	326	46	423 96	60 56	7	437 50	\$12 50	573 96
One other toe.....	7	224	33	327 25	46 75	7	237 50	.....	564 75
Two toes	3	154	51	204 10	68 08	4	300 00	7 50	511 60
Three toes	3	221	74	327 60	109 20	3	412 50	.....	740 10
Four toes	1	336	333	320 00	320 00	1	400 00	.....	720 00
Leg	7	1,443	206	1,831 75	261 63	7	9,250 00	.....	11,081 75
Thigh	7	674	96	963 39	136 91	7	10,500 00	.....	11,608 39
Hand	8	473	59	674 15	84 27	8	6,597 50	150 00	7,261 65
Thumb	45	1,980	44	2,600 06	57 77	45	6,787 50	.....	9,437 56
First finger	71	2,439	34	3,463 86	48 36	71	8,125 00	50 00	11,707 60
Second finger	60	2,367	39	3,219 00	53 65	60	4,437 50	22 50	7,679 00
Third finger	40	1,449	36	2,037 06	50 90	40	2,975 00	3 75	5,015 80
Fourth finger	53	1,650	31	2,426 90	45 79	52	2,912 50	73 75	5,413 15
First and second finger.....	26	1,132	46	1,551 60	60 36	26	5,557 50	73 75	7,242 85
Second and third finger.....	13	713	55	967 35	73 65	13	2,300 00	.....	3,257 35
Third and fourth finger.....	13	499	33	725 35	55 33	13	2,300 00	23 75	3,049 60
Three fingers	19	1,133	59	1,630 30	85 35	19	6,987 50	161 25	8,779 55
Four fingers	10	607	61	830 60	88 05	10	4,702 50	10 00	5,633 10
Thumb and one finger.....	9	406	45	431 25	53 47	9	3,300 00	120 00	3,901 25
Thumb and two fingers.....	7	513	92	659 60	94 21	7	3,325 00	136 25	4,620 85
Thumb and three fingers.....	2	203	104	403 25	101 62	2	1,300 00	.....	1,703 25
Thumb and four fingers.....	1	73	73	112 50	112 50	1	625 00	.....	737 50
Forearm	1	104	104	140 40	140 40	1	1,400 00	.....	1,540 40
Arm	4	323	32	377 10	94 27	4	5,775 00	142 50	6,294 60
Scrotum	1	90	90	103 35	103 35	1	350 00	.....	453 35
Totals.....	423	20,392	43.2	\$27,332 04	\$65 75	423	\$96,232 50	\$1,106 25	\$125,200 79

Table 36.—SCALDS AND BURNS.

MEMBER	Number of Injuries	Duration of Disa- bilities (Work Days)	Average Duration of Disa- bilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Foot	29	585	20.5	\$801 45	\$27 68	1	\$150 00	.....	\$851 45
Leg	20	554	28.5	711 25	35 56	1	50 00	.....	761 25
Thigh	6	90	15	107 80	17 96	.....	.....	.....	107 80
Ankle	6	224	37	299 85	49 89	.....	.....	.....	299 85
Knee	1	12	12	13 85	13 85	.....	.....	.....	13 85
Hand	64	1,422	22	1,825 85	28 52	4	1,075 00	.....	2,900 85
Thumb	5	89	18	136 15	27 28	.....	.....	.....	136 15
First finger	2	16	8	24 55	12 27	.....	.....	.....	24 55
Second finger	2	44	22	63 80	31 90	.....	.....	.....	63 80
Third finger	1	8	3	8 45	8 45	.....	.....	.....	8 45
First and second finger	3	68	23	121 65	40 55	.....	.....	.....	121 65
Second and third finger	1	18	18	17 75	17 75	.....	.....	.....	17 75
Third and fourth finger	3	59	20	78 50	26 16	.....	.....	.....	78 50
Three fingers	1	18	18	16 20	16 20	.....	.....	.....	16 20
Four fingers	1	7	7	15 15	15 15	.....	.....	.....	15 15
Thumb and one finger	3	91	30	147 50	49 16	1	125 00	.....	272 50
Thumb and two fingers	2	61	30	57 75	28 87	1	162 50	\$16 25	236 50
Wrist	7	72	10	107 80	15 33	.....	.....	.....	107 80
Forearm	18	245	13	300 50	16 69	.....	.....	.....	300 50
Arm	16	202	12	254 70	15 92	.....	.....	.....	254 70
Shoulder	1	8	8	9 25	9 25	.....	.....	.....	9 25
Back	4	152	33	244 10	61 02	.....	.....	.....	244 10
Side	3	40	13	46 15	15 33	.....	.....	.....	46 15
Abdomen	3	22	7	29 25	9 75	.....	.....	.....	29 25
Penis	1	6	6	6 90	6 90	.....	.....	.....	6 90
Face	31	422	13.6	716 00	23 10	.....	.....	.....	716 00
Eye	44	460	10.4	759 05	17 25	1	525 00	.....	1,284 05
Multiple members	67	2,081	30.3	2,715 85	40 53	5	1,375 00	.....	4,090 85
Totals.....	345	7,041	20.4	\$9,631 05	\$27 91	14	\$3,402 50	\$16 25	\$13,109 80

Table 37.—INFECTIONS.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Foot	63	2,478	39.3	\$3,006 35	\$49 14	3	\$1,100 00	.....	\$4,106 35
First toe	8	126	15.6	173 70	21 71	.....	.....	.....	173 70
One other toe.....	6	245	40.8	388 15	64 69	.....	.....	.....	388 15
Two toes	2	35	17	44 35	22 17	.....	.....	.....	44 35
Leg	52	3,085	59.3	3,806 85	74 93	5	1,000 00	.....	4,806 85
Thigh	4	68	17	98 30	24 57	.....	.....	.....	98 30
Ankle	12	220	18.3	296 35	24 69	.....	.....	.....	296 35
Knee	52	1,123	21.7	1,599 35	30 75	.....	.....	.....	1,599 35
Hip	3	82	27	100 70	33 57	.....	.....	.....	100 70
Hand	279	4,617	16.5	6,239 20	22 36	14	2,562 50	.....	8,801 70
Thumb	39	1,315	14.7	1,817 70	20 42	4	887 50	.....	2,655 20
First finger	95	1,683	17.7	2,307 25	24 23	12	1,350 00	.....	3,657 25
Second finger	119	2,513	21	3,602 80	30 27	7	1,875 00	.....	5,477 80
Third finger	61	1,019	16.7	1,363 75	22 35	4	350 00	.....	1,713 75
Fourth finger	36	677	18.8	957 94	26 60	2	887 50	.....	1,295 44
First and second finger.....	6	79	13	94 30	15 71	.....	.....	.....	94 30
Second and third finger.....	5	83	16.6	101 65	20 33	1	250 00	.....	351 65
Three fingers	3	31	10	36 30	12 10	.....	.....	.....	36 30
Four fingers	1	8	8	11 55	11 55	.....	.....	.....	11 55
Thumb and one finger.....	3	167	55.6	281 10	98 33	1	875 00	.....	656 10
Thumb and two fingers.....	1	40	40	46 15	46 15	.....	.....	.....	46 15
Wrist	13	279	15	409 10	22 73	.....	.....	.....	409 10
Forearm	22	627	28.5	853 65	33 30	2	675 00	.....	1,528 65
Elbow	7	73	10.5	95 50	13 64	.....	.....	.....	95 50
Arm	13	671	51.6	746 85	57 45	1	1,500 00	.....	2,246 85
Neck	1	7	7	10 10	10 10	.....	.....	.....	10 10
Back	1	85	86	123 00	123 00	.....	.....	.....	123 00
Side	2	233	119	319 85	159 92	.....	.....	.....	319 85
Buttock	1	9	8	7 20	7 20	.....	.....	.....	7 20
Scrotum	1	23	23	43 45	43 45	.....	.....	.....	43 45
Scalp	1	11	11	20 75	20 75	.....	.....	.....	20 75
Forehead	1	9	9	15 60	15 60	.....	.....	.....	15 60
Eye	59	1,024	17.3	1,571 25	26 63	14	8,825 00	1	10,446 25
Multipple members	2	23	14	46 50	23 25	.....	.....	.....	46 50
Totals.....	1,029	22,733	22.1	\$30,826 59	\$29 93	70	\$21,037 50	1	\$51,914 09

Table 38.
CAUSE OF INFECTIONS.

MEMBER	No. of Bruises	No. of Outs	No. of Punc- tures	No. of Frac- tures	No. of Scalds and Burns	No. of Pol- sons	For- eign Sub- stance	Totals of Infec- tions
Foot	14	8	34	1	6	.....	.....	63
First toe	5	1	2	.....	.....	.....	.....	8
One other toe.....	4	2	.....	.....	.....	.....	.....	6
Two toes .....	.....	1	1	.....	.....	.....	.....	2
Leg	31	12	5	4	.....	.....	.....	52
Thigh	1	2	1	.....	.....	.....	.....	4
Ankle	3	3	4	.....	2	.....	.....	12
Knee	16	25	11	.....	.....	.....	.....	52
Hip	1	1	1	.....	.....	.....	.....	3
Hand	62	58	152	.....	7	1	.....	279
Thumb	13	21	53	.....	2	.....	.....	89
First finger	17	18	53	.....	2	.....	.....	95
Second finger	19	33	65	1	1	.....	.....	119
Third finger	19	8	34	.....	.....	.....	.....	61
Fourth finger	12	5	19	.....	.....	.....	.....	36
First and second fingers.	2	1	3	.....	.....	.....	.....	6
Second and third fingers.	1	3	1	.....	.....	.....	.....	5
Three fingers .....	.....	.....	3	.....	.....	.....	.....	3
Four fingers .....	.....	.....	1	.....	.....	.....	.....	1
Thumb and one finger...	1	1	1	.....	.....	.....	.....	3
Thumb and two fingers..	1	.....	.....	.....	.....	.....	.....	1
Wrist	2	9	6	.....	.....	.....	.....	18
Forearm	4	3	12	.....	1	2	.....	22
Elbow .....	.....	7	.....	.....	.....	.....	.....	7
Arm	2	4	5	1	1	.....	.....	13
Neck .....	.....	1	.....	.....	.....	.....	.....	1
Back .....	.....	1	.....	.....	.....	.....	.....	1
Side	2	.....	.....	.....	.....	.....	.....	2
Buttock	1	.....	.....	.....	.....	.....	.....	1
Scrotum	1	.....	.....	.....	.....	.....	.....	1
Scalp .....	.....	1	.....	.....	.....	.....	.....	1
Forehead .....	.....	1	.....	.....	.....	.....	.....	1
Eye	13	2	3	.....	3	.....	33	50
Multiple members .....	.....	1	.....	.....	.....	1	.....	2
Totals.....	247	233	430	7	25	4	33	1,029

Table 39.—UNCLASSIFIED.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Foot	2	776	388	\$720 00	\$360 00	1	\$325 00	.....	\$1,345 04
Ankle	1	6	6	9 85	9 85	*	150 00	.....	150 85
Knee .....	.....	.....	.....	.....	.....	1	200 00	.....	200 00
Hand .....	.....	125	125	175 00	175 00	1	700 00	.....	875 00
Third finger	1	11	11	8 45	8 45	*	.....	.....	8 45
Three fingers .....	.....	.....	.....	.....	.....	.....	100 00	.....	100 00
Four fingers	1	4	4	4 60	4 60	1	312 50	.....	317 10
Thumb and two fingers .....	.....	.....	.....	.....	.....	*	250 00	.....	250 00
Arm	2	71	35	101 40	50 70	1	1,500 00	.....	1,601 40
Spine	1	1,183	1,183	1,267 80	1,267 80	2	1,350 00	.....	3,217 80
Back	1	9	9	18 00	18 00	.....	.....	.....	18 00
Chest	1	52	52	64 60	64 60	.....	.....	.....	64 60
Side	2	87	18	52 00	26 00	.....	.....	.....	52 00
Ruptured urethra	2	872	186	894 20	197 20	3	1,750 00	.....	2,144 20
Pelvis	2	364	182	612 20	306 10	1	250 00	.....	302 20
Scrotum	1	23	23	26 55	26 55	*	250 00	.....	276 55
Testicles	3	43	16	67 80	22 60	.....	.....	.....	67 80
Head	1	156	156	180 00	180 00	1	1,500 00	.....	1,680 00
Scalp	1	18	18	20 75	20 75	.....	.....	.....	20 75
Inhalation gas	3	42	14	51 90	17 30	.....	.....	.....	51 90
Shock	2	34	17	68 65	34 32	.....	.....	.....	68 65
Concussion brain	26	553	22.8	723 92	28 95	.....	.....	.....	723 92
Eye—Foreign substance	35	230	6.5	324 55	9 27	.....	.....	.....	324 55
Traumatic orchitis	3	28	9	40 95	13 65	.....	.....	.....	40 95
Hernia—Femoral	2	183	94	166 15	83 07	.....	.....	.....	166 15
Hernia—Scrotal	3	109	36	159 55	53 18	.....	.....	.....	159 55
Hernia—Strangulated	1	81	81	140 20	140 20	.....	.....	.....	140 20
Single hernia	89	4,897	55	6,451 90	72 26	2	750 00	.....	7,181 90
Double hernia	5	452	90	451 50	90 30	.....	.....	.....	451 50
Miscellaneous—Eye	99	2,971	30	3,930 65	39 70	45	87,525 00	2 \$170 00	41,625 65

*Reopened, payment in addition to previous amount awarded.

Table 39.—UNCLASSIFIED—Concluded.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Internal Injury	3	89	29.6	\$120 00	\$40 00	.....	.....	.....	\$120 00
Prostate gland	2	219	104	325 70	162 85	.....	.....	.....	325 70
Kidney, ruptured, removed and displaced... ..	6	398	66.3	584 05	97 36	1	\$750 00	.....	1,334 05
Spinal cord	2	995	497	1,027 90	513 95	2	2,075 00	.....	3,102 90
Ear	1	53	53	117 10	58 55	1	450 00	.....	567 10
Other members	4	323	82	570 90	142 47	1	1,250 00	.....	1,820 90
Multiple members	186	7,063	38	11,089 72	59 36	.....	11,287 50	\$18 50	22,512 22
Totals.....	493	21,950	44.5	\$29,932 49	\$60 88	79	\$63,625 00	\$355 00	\$88,972 49

Table 40.—SUMMARY OF INJURY TABLES.

KIND OF INJURY	Number of Injuries	Duration of Disability (Work Days)	Average Duration (Work Days)	Amount of Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Totals of All Awards
Bruises	5,379	104,307	19.4	\$140,264 45	168	\$48,462 50	\$102 25	\$188,829 20
Cuts	2,938	52,487	17.6	70,849 16	209	34,075 00	308 85	105,231 01
Punctures	628	7,667	12	10,459 40	18	4,000 00	10 00	14,469 40
Sprains	1,704	86,816	21.6	50,612 79	45	10,262 50	.....	60,875 29
Fractures	1,664	108,261	65	142,492 80	828	107,475 00	97 50	250,065 30
Dislocations	160	8,792	54.9	11,454 90	32	12,662 50	42 50	24,159 90
Amputations	428	20,392	48.2	27,832 04	423	96,262 50	1,108 25	125,200 79
Scalds and burns	345	7,041	20.4	9,631 05	14	8,462 50	16 25	18,109 80
Infections	1,029	22,783	22.1	80,826 59	70	21,037 50	50 00	51,914 09
Unclassified	498	21,950	44.5	29,992 49	79	68,625 00	355 00	98,972 49
Totals.....	14,818	390,501	26.35	\$624,415 67	1,881	\$699,325 00	\$2,086 60	\$925,827 27

Table 41.—SUMMARY OF INJURY TABLES.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Foot	1,431	32,890	23	\$43,892 00	\$30 32	55	\$13,200 00	1	\$51,597 00
First toe	444	7,629	17	10,533 65	23 72	17	2,150 00	2	12,696 15
One other toe.....	127	2,353	18.5	3,166 25	24 98	9	300 00	.....	3,466 25
Two toes	39	1,569	18	2,171 40	24 40	9	700 00	2	2,868 90
Three toes	41	907	22	1,231 95	30 05	4	437 50	.....	1,669 45
Four toes	13	583	45	753 10	53 16	2	450 00	1	1,216 10
Five toes	10	152	15	269 80	20 98	.....	.....	.....	209 80
Ankle	631	14,823	227	19,089 74	30 25	17	2,150 00	.....	21,239 74
Leg	1,103	57,031	51	74,394 83	67 15	114	37,725 00	1	112,127 33
Knee	640	17,715	23	23,606 50	36 87	29	10,275 00	2	33,909 00
Thigh	254	14,653	53	17,886 54	70 40	46	28,250 00	2	46,361 54
Hip	129	4,283	33	5,367 00	41 60	7	2,700 00	.....	8,067 00
Hand	1,270	23,216	18	31,675 35	24 95	80	18,925 00	4	50,636 60
Thumb	677	13,314	19	13,233 66	26 95	93	13,062 50	7	31,331 16
First finger	672	12,650	19	17,132 55	25 48	130	14,237 50	12	31,557 55
Second finger	531	11,142	19	15,359 97	26 43	91	7,837 50	4	23,269 97
Third finger	439	7,729	17	10,376 60	23 63	63	4,437 50	2	14,317 85
Fourth	379	7,797	21	10,445 34	27 56	84	4,437 50	5	15,016 59
First and second fingers.....	157	3,660	23	4,365 85	31 00	43	9,137 50	6	13,114 60
Second and third fingers.....	155	3,600	23	4,712 35	30 40	32	4,112 50	2	8,836 45
Third and fourth fingers.....	82	1,721	21	2,522 35	30 75	21	2,750 00	1	5,296 70
Three fingers	110	3,145	23	4,309 35	33 40	35	10,937 50	7	15,435 60
Four fingers	38	1,434	33	1,943 60	51 27	13	6,000 00	1	7,958 60
Thumb and one finger.....	53	1,600	30	2,139 10	41 30	16	4,762 50	4	7,094 10
Thumb and two fingers.....	22	833	41	1,160 20	52 70	9	4,325 00	8	5,637 70
Thumb and three fingers.....	6	239	46	519 35	66 55	2	1,300 00	.....	1,819 35
Thumb and four fingers.....	2	92	46	141 80	70 30	2	637 50	.....	779 30
Wrist	355	5,837	16	7,931 95	22 48	10	2,937 50	2	11,014 45
Forearm	391	15,564	39.8	20,632 00	32 76	53	22,200 00	.....	42,832 00
Elbow	103	2,110	20	2,837 35	26 73	5	1,475 00	.....	4,362 35
Arm	227	7,477	33	9,733 85	43 11	31	18,425 00	1	23,354 35
Shoulder	336	9,424	28	12,890 05	33 33	24	9,662 50	.....	22,542 55
Scapula	11	379	30	1,020 00	92 73	4	2,525 00	.....	3,545 00
Neck	30	532	18	729 60	24 32	1	400 00	.....	1,129 60
Clavicle	53	4,333	32	5,734 55	109 14	11	3,675 00	.....	9,409 55
Sternum	2	64	32	91 15	45 57	.....	.....	.....	91 15
Chest	150	2,739	19	3,955 00	26 56	1	250 00	.....	4,235 00
Abdomen	63	939	15	1,240 30	19 65	1	75 00	.....	1,315 30

Table 41.—SUMMARY OF INJURY TABLES—Concluded.

MEMBER	Number of Injuries	Duration of Disabilities (Work Days)	Average Duration of Disabilities (Work Days)	Amount of Time Awards	Average Time Awards	Number of P. P. D. Awards	Amount of P. P. D. Awards	10% Awards to Parents	Total Awards
Side	277	5,011	18	\$6,838 35	\$24 75	2	\$325 00	.....	\$7,378 35
Back	359	18,837	22	26,278 70	30 58	12	5,725 00	.....	31,003 70
Spine	11	3,471	315	4,802 15	436 55	8	7,875 00	.....	12,677 15
Ribs	433	14,618	30	20,160 30	41 73	10	3,300 00	.....	24,060 30
Pelvis	18	2,270	126	3,295 30	183 07	7	3,650 00	.....	6,945 30
Buttock	7	56	8	83 65	11 96	.....	.....	.....	83 65
Groin	12	139	11	183 75	15 30	.....	.....	.....	183 75
Scrotum	9	244	27	310 75	34 53	2	600 00	.....	910 75
Testicle	44	905	21	1,212 95	27 56	.....	.....	.....	1,212 95
Traumatic orchitis	3	23	9	40 95	13 65	.....	.....	.....	40 95
Penis	2	13	7	16 35	8 17	.....	.....	.....	16 35
Sacrum	1	11	11	14 85	14 85	.....	.....	.....	14 85
Ilium	1	27	27	54 50	54 50	1	450 00	.....	494 50
Coccyx	4	73	18	105 10	26 27	.....	.....	.....	105 10
Rectum	1	26	26	30 00	30 00	.....	.....	.....	30 00
Hernia	100	5,727	57	7,349 30	73 49	2	750 00	.....	8,099 30
Head	193	4,346	22	5,937 75	30 24	7	4,175 00	.....	10,162 75
Scalp	139	2,024	15	2,604 65	18 73	1	400 00	.....	3,004 65
Skull	25	3,446	137.8	4,053 65	162 14	11	5,075 00	.....	9,128 65
Forehead	53	676	11	1,043 65	17 30	.....	.....	.....	1,043 65
Ear	19	515	27	690 45	36 33	4	1,762 50	.....	2,452 95
Nose	53	1,029	17	1,337 05	23 30	1	50 00	.....	1,437 05
Face	207	2,234	11	3,192 45	15 42	.....	.....	.....	3,192 45
Eye	516	8,394	17	12,533 30	24 40	100	66,932 50	4	79,803 30
Brain concussion	25	533	22	723 92	23 93	.....	.....	.....	723 92
Spinal cord	2	935	437	1,027 30	513 95	2	2,075 00	.....	3,102 30
Jaw, lower	15	1,043	69	1,297 50	86 50	3	1,750 00	.....	3,047 50
Jaw, upper	7	164	23	193 45	23 35	1	450 00	.....	643 45
Urethra (rupture)	2	372	136	394 20	197 10	3	1,750 00	.....	2,144 20
Prostate Gland	2	219	110	325 70	162 35	.....	.....	.....	325 70
Kidney injuries	6	393	66	534 05	97 34	1	750 00	.....	1,334 05
Internal injuries	3	89	29	120 00	40 00	.....	.....	.....	120 00
Shock	2	34	17	63 65	34 32	.....	.....	.....	63 65
Inhalation of gas	3	42	14	51 30	17 30	.....	.....	.....	51 30
Other members	4	323	32	570 30	142 75	1	1,250 00	.....	1,820 30
Multiple injuries	409	15,276	37	22,294 42	54 50	31	13,337 50	6	40,364 42
Totals	14,313	390,501	26.35	\$524,415 67	\$35 39	1,331	\$399,325 00	32	\$925,327 27

Table 42.—LONG BONE FRACTURES.

NAME OF BONES AND TREATMENT USED	Number of Injuries			Average Weeks Duration of Disability			Number of Permanent Partial Disability Awards			Average Amount of Permanent Partial Disability Awards		
	1914	1915	1916	1914	1915	1916	1914	1915	1916	1914	1915	1916
FEMUR—												
Plated (plate removed).....	4	1	2	59	61	48	4	1	2	\$653 12	\$300 00	\$525 00
Plated (plate not removed).....	8	2	5	89	41	48	7	2	8	426 70	250 00	858 33
Wired (not removed).....	1	.....	1	45	.....	26	1	.....	1	500 00	.....	1,500 00
Murphy's bone splint.....	2	.....	1	85	.....	52	1	.....	1	560 00	.....	750 00
Ivory peg.....	1	.....	.....	89	.....	.....	1	.....	.....	250 00	.....	.....
Long screw.....	.....	.....	1	.....	.....	30	.....	.....	1	.....	.....	550 00
All other.....	28	31	29	29	40	37	18	26	25	382 64	892 80	375 40
Total Thigh.....	44	84	89	34	41	39	32	29	83	\$573 43	\$379 80	\$479 00
TIBIA—												
Pott's.....	14	.....	.....	18	.....	.....	5	.....	.....	\$280 00	.....	.....
Malleolus.....	5	.....	.....	16	.....	.....	.....	.....	.....	.....	.....	.....
Murphy's bone splint.....	1	.....	.....	19	.....	.....	.....	.....	.....	.....	.....	.....
Plated (not removed).....	8	.....	.....	29	.....	.....	1	.....	.....	500 00	.....	.....
Plated (removed).....	8	1	.....	35	13	.....	2	1	.....	225 00	\$150 00	.....
Wired (wire not removed).....	.....	.....	1	.....	.....	52	.....	.....	1	.....	.....	\$100 00
All others.....	146	44	87	17	18	21	39	15	9	252 00	282 50	225 00
Total Tibia.....	172	45	98	17	18	22	46	16	10	\$247 29	\$227 50	\$212 50
FIBULA—												
Plated (plate removed).....	.....	1	.....	.....	89	.....	.....	.....	.....	.....	.....	.....
Green stick.....	1	.....	.....	8	.....	.....	.....	.....	.....	.....	.....	.....
Malleolus.....	8	4	.....	8	13	.....	.....	.....	.....	.....	.....	.....
All others.....	87	68	84	15	13	12	2	12	13	\$312 50	\$300 00	\$258 65
Total Fibula.....	41	73	84	14	14	13	2	12	13	\$312 50	\$300 00	\$258 65

Table 42.—LONG BONE FRACTURES—Continued.

NAME OF BONES AND TREATMENT USED	Number of Injuries				Average Weeks Duration of Disability			Number of Permanent Partial Disability Awards			Average Amount of Permanent Partial Disability Awards		
	1914	1915	1916	1917	1914	1915	1916	1914	1915	1916	1914	1915	1916
TIBIA AND FIBULA—													
Non-union	1	6	25	56	.....	.....	.....	1	.....	.....	\$500 00	.....	.....
Malleolus	1	.....	.....	21	.....	8	12	1	.....	.....	150 00	.....	\$116 65
Wired (not removed).....	1	4	2	21	.....	34	24	1	.....	.....	500 00	.....	500 00
Plated (not removed).....	1	2	4	47	.....	52	57	1	4	.....	400 00	\$412 50	.....
Pott's fracture	4	19	87	12	.....	20	16	1	2	3	175 00	275 00	633 33
Murphy's bone splint.....	.....	1	.....	.....	.....	36	.....	.....	6	9	.....	131 00	229 16
Wired (removed) .....	.....	1	.....	.....	.....	78	.....	.....	1	.....	.....	175 00	.....
Plated (removed) .....	.....	3	7	.....	.....	49	59	.....	1	.....	.....	200 00	.....
Bone peg .....	.....	.....	1	.....	.....	.....	61	.....	3	6	.....	583 00	183 83
All others	65	114	79	20	.....	51	27	.....	.....	1	.....	.....	150 00
Total Tibia and Fibula.....	73	150	155	27	24	80	24	88	75	70	\$285 15	\$292 50	\$274 82
Total Fractures of Leg.....	236	208	277	19	21	24	21	86	106	96	\$256 70	\$192 50	\$266 86

Table 42.—LONG BONE FRACTURES—Continued.

NAME OF BONES AND TREATMENT USED	Number of Injuries			Average Weeks Duration of Disability			Number of Permanent Partial Disability Awards			Average Amount of Permanent Partial Disability Awards		
	1914	1915	1916	1914	1915	1916	1914	1915	1916	1914	1915	1916
HUMERUS—												
Wired (not removed).....	1	1	.....	26	12	.....	1	1	.....	\$275 00	\$1,000 00	.....
Plated (not removed).....	8	.....	2	17	.....	22	.....	.....	1	.....	.....	\$600 00
Plated (removed).....	1	1	2	48	15	42	1	.....	1	1,250 00	.....	25 00
.....	1	.....	.....	12	.....	.....	.....	.....	.....	.....	.....	.....
Internal condyle.....	.....	1	.....	.....	19	.....	.....	.....	.....	.....	.....	.....
Olecranon process.....	.....	.....	1	.....	.....	19	.....	.....	1	.....	.....	500 00
All others.....	24	23	27	14	16	17	11	11	19	382 27	870 00	413 15
Total Arm.....	30	26	28	16	15	19	18	12	22	\$423 00	\$606 00	\$408 30
ULNA—												
Plated (not removed).....	1	.....	.....	17	.....	.....	.....	.....	.....	.....	.....	.....
Olecranon process.....	.....	.....	2	.....	.....	11	.....	.....	1	.....	.....	\$600 00
Wired (not removed).....	.....	.....	1	.....	.....	22	.....	.....	.....	.....	.....	.....
All others.....	24	24	24	10	8	9	4	4	6	\$606 00	\$102 60	479 18
Total Ulna.....	25	24	27	16	8	10	4	4	7	\$606 00	\$102 50	\$632 15
RADIUS—												
Green stick.....	1	.....	.....	8	.....	.....	.....	.....	.....	.....	.....	.....
Colles.....	7	.....	.....	11	.....	.....	1	.....	.....	\$25 00	.....	.....
Styloid process.....	8	.....	.....	5	.....	.....	.....	.....	.....	.....	.....	.....
All others.....	61	57	49	8	9	9	5	7	10	\$275 00	\$305 00	\$195 00
Total Radius.....	78	57	49	8	9	9	6	7	10	\$233 30	\$605 00	\$195 00

Table 42.—LONG BONE FRACTURES—Concluded.

NAME OF BONES AND TREATMENT USED	Number of Injuries			Average Weeks Duration of Disability			Number of Permanent Partial Disability Awards			Average Amount of Permanent Partial Disability Awards		
	1914	1915	1916	1914	1915	1916	1914	1915	1916	1914	1915	1916
ULNA AND RADIUS—												
Colles	13	43	33	15	11	10	2	9	13	\$67 50	\$178 00	\$246 15
Styloid process			7			8						
.....	1			20			1			700 00		
.....	1			30								
.....	2			25								
.....	1		2	30		49	1		2	150 00		625 00
Murphy's bone splint.....			1			38			1			500 00
Bone peg			1			27			1			180 00
All others	25	12	23	14	19	16	11	8	6	343 18	209 00	558 33
Total Ulna and Radius.....	38	55	52	15	13	13	15	17	23	\$278 30	\$194 10	\$367 40
Total Fractures of the Forearm.....	180	136	163	11	11	11½	25	23	40	\$301 00	\$215 00	\$353 12

Table 43.—SUMMARY OF LONG BONE FRACTURES.

NAME OF BONE	Number of Injuries			Average Weeks Duration of Disability			Number of Permanent Partial Disability Awards			Average Amount of Permanent Partial Disability Awards		
	1914	1915	1916	1914	1915	1916	1914	1915	1916	1914	1915	1916
THIGH—												
Femur	44	34	39	34	41	39	33	29	38	\$373 48	\$379 80	\$479 00
LEG—												
Tibia	172	45	38	17	18	22	46	16	10	\$247 29	\$227 50	\$212 50
Fibula	41	73	84	14	14	12	2	12	13	312 50	300 00	258 65
Tibia and Fibula.....	73	150	155	27	30	24	38	75	70	265 15	292 50	274 82
Total Leg	286	268	277	19	24	21	86	103	93	\$256 70	\$192 50	\$235 86
ARM—												
Humerus	30	26	33	16	15	19	13	12	22	\$423 00	\$303 00	\$403 30
FOREARM—												
Ulna	25	24	27	10	8	10	4	4	7	\$506 00	\$162 50	\$532 15
Radius	72	57	49	8	9	9	6	7	10	233 30	305 00	195 00
Ulna and Radius.....	53	55	92	15	13	18	15	17	23	273 30	194 10	367 40
Total Forearm	150	136	168	11	11	11½	25	23	40	\$301 00	\$215 00	\$353 12

Table 44.—MECHANICAL INJURIES.

AGENCY	Fatal Acci- dents	Per- manent Total Disabil- ities	Tem- porary Total Disabil- ities	All in- juries	Work Days Lost	Safe G'rded	Not Safe G'rded	Other
Motors (engines, dynamos, flywheels, etc.).....	4	1	113	118	3,083	23	11	79
Air fans, steam pumps, etc....			5	5	85	1		4
Gearing (cogs, etc.).....			126	126	3,819	30	27	60
Set screws			10	10	123	2	5	3
Shafting	2		37	39	1,725	9	8	20
Belts and pulleys.....	2		98	96	2,390	23	6	64
Cables	11		427	433	14,574	33	16	378
Conveying and hoisting machinery			12	12	526		4	8
Elevators and lifts.....	3		26	29	1,264	8	4	14
Cranes and derricks (steam, electric, portable, etc.).....	1		49	50	1,982	10	2	37
Slab and spalt conveyors.....	1		72	73	1,846	14	6	52
Hoisting and conveying ap- paratus, n. e. s.....			53	53	1,636	6	1	51
Steam shovels			3	3	24		1	2
Coupling cars, etc.....	4		62	66	1,730	1	2	50
Falls from trains.....			1	1	26			1
Struck by train or cars.....	3	2	64	74	1,814		1	63
Collisions and derailments.....	3	1	56	60	2,261	1	1	54
Hand cars, push cars, speeders			16	16	273	1	1	14
Coal cars, dump cars, tram cars			66	66	1,404	5	2	50
Other railway causes.....			1	1	22			1
Hand brakes			12	12	233	2	1	9
Saws (power driven).....	3		740	743	19,897	416	44	230
Planers			70	70	1,845	23	4	43
Jointers			44	44	1,232	23	5	17
Shapers			12	12	237	2	1	9
Lathes			9	9	109	3		6
Log carriages	1		56	57	1,809	15	3	33
Live rolls, cables, chains and blocks			102	102	2,144	31	8	63
Heading machines (cooper- age, etc.).....			1	1	24			1
Other wood working machines			19	19	375	2	2	15
Paper making machinery.....			20	20	231	3		17
Printing presses, paper cut- ters, stitchers, etc.....	1		20	21	329	7	1	12
Textile machinery, sewing machines, etc.....			6	6	91		2	4
Laundry machines			16	16	503	6	3	7
Automobiles and motorcycles..	5		63	73	2,533	3	3	62
Drilling and milling machines..			62	62	1,259	13	7	37
Lathes			5	5	64	2		3
Drop and other power hammers			23	23	521	6		17
Shears			19	19	309	5	4	10
Cement mixers			6	6	132			6
Polishing machines			6	6	31	1		5
Contact with grindstones, emery wheels, etc.....			11	11	93	1	1	9
Struck by fragments of pol- ishing wheels			3	3	36			3
Others			47	47	333	5	2	40
Machines used in bakeries and confectionery establishments..		1	15	16	261	2		13
Machines not elsewhere specified			46	46	1,273	13	4	24
Totals.....	49	5	2,740	2,794	77,435	769	193	1,773

MECHANICAL ACCIDENTS.

In presenting the table of mechanical accidents we desire to call attention to the fact that there were 15,118 claims finalized during the past year, 2,794 of which were attributed to mechanical agencies. This shows a reduction in the number of mechanical accidents as compared with the previous year which was 2,501 or 22.8 per cent while this year they have been reduced to 18.48 per cent, showing a decided decrease in the number of mechanical injuries which has been due in a large extent to the careful and thorough work which is being performed by the labor department in safeguarding and accident prevention. When we compare the number of mechanical injuries in this State with those of other states the results are very gratifying.

The number of accidents occurring upon safeguarded machines this year have been reduced, for our records show that there were 799 last year out of 11,387, while the records for this year show there were only 769 out of 15,118. We find the number of injuries due to the lack of safeguarding for this year is 193 as compared with 145 in the previous year showing somewhat of an increase over last year in the number of injuries on machines not safeguarded, yet the percentage, this year remains the same as last year, or 1.27 per cent.

As usual there have been quite a number of injuries on gearings, cables and power-driven saws and the injuries from cables are especially prominent, in that eleven workmen were killed by being struck with cables or cable hooks and we believe greater care should be observed in the operation of these devices, especially when they are used for lifting or carrying burdens. The largest number of fatal accidents attributed to any one mechanical agency comes from this source, the next one in order, being that of trains and cars. Accidents occurring caused by cables are considered mechanical but in most instances cannot be attributed to the lack of safeguarding.

Table 45.
NON-MECHANICAL INJURIES.

CAUSES	Fatal Acci- dents	Per- manent Total Disabil- ities	Tem- porary Total Disabil- ities	All Non- Mechan- ical Injuries	Work Days Lost
Explosives (powder, dynamite, etc.).....	7	8	17	27	861
Explosions and ignition gases, dust, etc.....	85	.....	70	106	1,836
Explosion of boilers, steam pipes and other machines .....	.....	.....	15	15	533
Other injuries from steam and hot liquids.....	4	.....	48	52	896
Caustics .....	.....	.....	21	21	315
Explosions of molten metals.....	.....	.....	19	19	662
Other accidents from molten metals.....	.....	.....	79	79	1,865
Vats, pans, etc. (containing hot water, liquids or caustics)	1	.....	28	29	570
Electricity	8	.....	35	43	899
Fire and heat, n. e. s.....	2	.....	46	48	795
Fall from ladder.....	21	2	344	367	13,005
Fall from machinery, trucks, engines, etc.....	12	2	186	200	6,531
Fall caused by collapse of support.....	.....	.....	169	169	7,027
Fall through opening in floor, etc.....	.....	.....	96	96	2,704
Fall in hoisting, shaft, etc.....	.....	.....	8	8	680
Fall on stairs, steps, etc.....	.....	.....	30	30	673
Fall on level by slipping.....	.....	.....	969	969	22,387
Fall on level by tripping.....	.....	.....	182	182	4,360
Fall by jumping.....	.....	.....	112	112	3,218
Other falls .....	.....	.....	376	376	11,744
Falling overhead coal, rock and earth (mining, quarrying, excavating, etc.).....	.....	4	454	456	12,206
Slide or cave-in (earth, rock, etc.).....	4	.....	37	41	2,089
Falling pile of material (grain sacks, coal, cement, etc.) .....	.....	1	60	61	1,857
Falling timbers, lumber, etc.....	1	1	759	760	18,224
Falling trees	34	.....	275	309	13,095
Rolling or moving logs.....	44	1	473	518	17,606
Other falling objects (walls, doors, lids, etc.)..	21	.....	1,096	1,117	27,706
Tools or weights dropped by persons injured..	.....	.....	116	116	2,117
Falling objects dropped by other persons.....	.....	.....	31	31	515
Fall of material from trucks, cars or trains in transit .....	.....	.....	64	64	2,166
Handling trucks, wheelbarrows, scrapers.....	.....	.....	468	468	9,699
Handling or moving heavy machinery, stone or other materials.....	.....	.....	528	528	10,626
Handling of lumber, timbers, etc.....	.....	.....	546	546	10,260
Cause insufficiently described for classification	.....	.....	11	11	131
Lifting	4	.....	436	440	8,974
Struck in eye by piece of metal, glass, emery dust, etc.....	.....	2	410	412	6,613
Other injuries from flying objects.....	7	1	569	567	13,103
Vehicles and accidents caused by animals.....	6	.....	229	235	9,474
Hand tools (hammers, knives, wrenches, files, meat hooks, etc.).....	1	.....	367	368	6,188
Tools in hands of fellow workmen.....	.....	.....	98	98	1,761
Caught on nail, sharp projection, etc.....	4	.....	355	359	4,986
Out on glass.....	.....	.....	49	49	852
Out by ax or adz.....	.....	.....	637	637	12,808
Injured by stepping on nail, etc.....	.....	.....	167	167	1,641
Injured by cross cut saw.....	.....	.....	179	179	2,317
Injured by peavy, pick, pickeroen.....	.....	.....	172	172	2,504
Injured by hand brakes (street cars, etc.).....	.....	.....	2	2	42
Puncture by splinter, cable stradd, etc.....	.....	.....	481	481	6,079
Inhalation of poisonous gas.....	.....	.....	3	3	42
Fall in water, drowning and not otherwise explainable	9	.....	.....	.....	.....

Table 45.—NON-MECHANICAL INJURIES—Concluded.

CAUSES	Fatal Acci- dents	Per- manent Total Disabil- ities	Tem- porary Total Disabil- ities	All Non- Mechan- ical Injuries	Work Days Lost
All other			186	186	8,944
Swinging door			34	34	679
Devil's club			12	12	147
Exhaustion from handling lumber.....	1				
Operation strangulated hernia.....	1				
Chilled in water.....	1				
Fell upon upturned pick.....	1				
Totals.....	229	17	12,078	12,324	291,385

NON-MECHANICAL ACCIDENTS.

The principal object of the above table is to show the agency which is causing the largest number of accidents to the end that through education and safeguarding the number of accidents may be reduced. It will be noted that the largest number of fatal accidents were caused by rolling logs; asphyxiation or explosion of gases being second. The reason that the second number is so large is due to the Ravensdale disaster which occurred in November, 1916, in which thirty-one miners lost their lives. This is an abnormal condition and it is not probable that this agency would rank second in next year's experience. Next in order is falling limbs and trees. In the temporary total disability list, falling objects caused the largest number of injuries, with falls ranking second.

LEGISLATIVE RECOMMENDATIONS

The Commission respectfully recommends the following changes and amendments to the law:

EMPLOYERS TO SUBMIT MONTHLY PAYROLLS.

Every employer within the provisions of this act shall furnish the department on or before the tenth day of each month a true and accurate statement of his payroll showing the aggregate number of work days, that is men-days, during which workmen were employed by him for the preceding month, also the total amount paid to workmen during said month; such statement to show the segregation of employment in the different classes as provided in the act and the sufficiency of said statement shall be subject to the approval of the Commission.

Every employer shall keep a record of his employment from which the above information may be obtained and such record shall at all times be open to inspection by the department or its traveling auditors, agents or assistants as provided in section 15 of the act.

In all cases where partners or other persons are excluded on the payroll such statement shall state both the names and occupations of the parties excluded and no such person shall be entitled to compensation unless notice in writing that such excluded person has been included is received by the department prior to the date of injury to such person.

Failure on the part of the employer to keep such record and make such report shall subject the offending employer to a penalty of \$100.00 for each offense, to be collected by civil action in the name of the state and paid into the accident fund, and the individual who shall fail to comply with the foregoing provisions shall be guilty of a misdemeanor.

DEFINITION OF WORKMAN.

Amend the definition of workman as found in section 3 of the act by striking therefrom all of that portion of the provision

contained in the proviso referring to injury to a workman occurring away from the plant of his employer.

DEFINITION OF EMPLOYER.

Change the definition of employer as it now appears in section 3 of the act to read as follows: "Except as when otherwise expressly stated, employer means any person, body of persons, incorporated or otherwise, and the legal representatives of a deceased employer having in his services under contract of hiring or apprenticeship, written or oral, express or implied, any person engaged in any extra hazardous work in or about any extra hazardous industry, and when the services of the workman are temporarily let or hired to another person by the person with whom the workman has entered into such a contract, the latter shall be deemed to continue to be the employer of the workman while he is working for the other person."

EMPLOYERS CARRIED ON PAYROLL.

Amend that part of section 3 of the act which refers to employers who are carried on the payroll being entitled to benefits by adding the following provision: "*Provided*, That no such employer or the beneficiaries or dependents of such employer shall be entitled to benefits under this act unless the Commission has received notice in writing of the fact that such employer is being carried upon the payroll at least ten days prior to the date of the injury as the result of which claims for compensation are made."

PENALTY FOR FAILURE TO FURNISH AN ESTIMATED PAYROLL.

Amend section 4 of the act by striking therefrom the following words: "The Commission may waive the whole or any part of such penalty."

INJURY ARISING OUT OF AND IN COURSE OF EMPLOYMENT.

Change the definition of injury as found in section 3 of the act to read as follows: "The word injury and injured as used in this act refers only to an injury arising out of and in the

course of employment and resulting from some fortuitous event as distinguished from the contraction of disease."

COMPENSATION TO WIDOWS.

Provide for the payment to every widow of a deceased workman within the provisions of this act an immediate lump sum payment of \$250.00 in addition to the monthly allowance provided by section 5 of subdivision (a) and (1) of the present act.

INCREASED PAYMENTS TO PENSIONERS REQUIRING THE SERVICES OF ATTENDANTS.

Amend that part of paragraph 3 of section 5 by adding thereto the following provision: If the nature of the injuries sustained by any workman is such as to cause permanent total disability, and to render such workman helpless and require the constant services of an attendant, the monthly payment for such workman shall be increased twenty dollars (\$20) a month.

PAYMENTS TO INVALID CHILD.

Amend sentence of paragraph 1 of section 5 which refers to payment to minor children as follows: And the surviving spouse shall also receive five dollars (\$5) per month for each child of the deceased under the age of sixteen years at time of the occurrence of the injury until such minor child shall reach the age of sixteen years, *and for each invalid child until such invalid child shall recover*, but the total monthly payment under this paragraph (1) of subdivision (3) shall not exceed thirty-five dollars (\$35).

THE RESERVE FUND.

The law should be so amended as to provide the setting aside of an additional reserve to care for pensions paid on account of children under sixteen years of age and to provide that any balance or over-plus occurring on account of death or remarriage shall remain in the reserve fund.

DELINQUENT PREMIUMS AS LIEN UPON PROPERTY.

All delinquent payments of premium due to the accident fund shall be made a prior lien on any real estate or personal

property of any employer within the state and no property affected by the labor upon which assessment on payroll was levied under this act shall be subject to lease, sale or transfer until such premiums are first paid.

LIMITATION ON SALARIES.

Amend section 22 so as to remove the limit of per diem wage which may be paid to any auditor or assistant to the Commissioners.

Amend section 23 so as to remove the limitation of \$5,000 per month for the expense allowed for auditors and assistants to aid in the administration of the act.

INCREASE IN SALARIES.

Experience has disclosed that men in private business capable of performing duties of like importance to those performed by the various heads of the departments, *i. e.*, chief auditor, claim agent, chief medical advisor, and secretary, command salaries far in excess of those which are allowed or permitted by the restriction of the present provision of the Workmen's Compensation Act. We, therefore, recommend that provision be made for the increase of salaries of the officers above mentioned, and that an appropriation adequate for such increase be made.

MINIMUM ASSESSMENT OF CASUAL EMPLOYMENT.

Experience has taught that under the present system the premiums on payrolls of casual employers are ridiculously low, and inadequate to meet the demands for compensation due to accidents in this class of employment. We, therefore, recommend that a minimum assessment on such employment be fixed at not less than \$1 on each such payroll.

RESPONSIBILITY FOR PREMIUMS OF CONTRACTORS AND OWNERS IN PRIVATE WORK.

Section 17 of the law should be so amended as to provide that contractors and owners engaged in private work shall be

primarily liable for the payment of premiums on all work performed by subcontractors.

FOREIGN PENSION WARRANTS.

Great difficulty is experienced in the delivery of warrants to pensioners residing in foreign countries due to the fact that these warrants can not be made payable to any one except the beneficiary in person. We recommend that the law be changed so as to authorize the payment of these warrants to the consul or consular agent of the respective foreign countries residing in this country to whom faith and credit is given by the laws of this country in all questions affecting the rights of citizens of foreign countries.

COURT REVIEWS.

We recommend the amendment of section 20 of the act so as to define more clearly the matters resting in the discretion of the department which shall not be subject to review. The extent of permanent partial disability; whether the disability is permanent partial or total; the extent of time loss; and the questions of the proportionate amount of compensation due a claimant based upon the maximum compensation provided by law, are all questions which should be decided finally by the members of the Commission and should be declared to rest solely in the discretion of the Commission.

MEDICAL, SURGICAL AND HOSPITAL SERVICE.

The interests of the workman, the employer and society in general all imperatively demand the enactment of a law providing medical, surgical and hospital treatment for injured workmen. Hundreds of cases before the department demonstrate the fact that lack of such attention following injuries results in prolonged suffering and time loss, increased permanent disability and consequently an increase in compensation, both temporary and permanent. A few cases here cited illustrate the necessity of such legislation.

Claim No. 75989.—Claimant was injured on September 28, 1916. Falling tree hit object which hit claimant on head, face,

lower jaw was fractured, and claimant was unconscious for a long period of time, resulting in affection of eyesight and mental defect. Claimant stated he did not recover full consciousness for nearly a whole month and was shipped to his brother in Seattle before he knew anything.

He was examined on November 8, 1916, by our special examining physician at Seattle, who reported as follows: "This man is not right yet and should be under treatment, especially of some one skilled in nervous troubles." Claimant is receiving a monthly allowance. His period of disability would undoubtedly have been shortened and his permanent disability lessened by proper medical treatment.

Claim No. 66212.—Claimant was injured on May 1, 1916. While loading a vessel a cargo hook caught beam and beam fell on leg, breaking femur at middle third. Claimant had no hospital card and was treated at a city hospital. The day after the operation he broke the bone plate by walking on the leg. The plate had to be removed and infection followed. On November 18, 1916, when examined by our special examiner at Seattle, there was a discharging sinus at site of fracture, about two inches shortening of the leg, and claimant was found to be mentally unbalanced. On November 29, 1916, claimant appeared at the Olympia office and it was found that by reason of this mental condition he had been neglecting himself, his treatment could not be controlled, and he was not getting proper care. His condition was such that he was committed to the Western Hospital for the Insane by order of the superior court. Unquestionably the extent of this man's disability was greatly increased by reason of the fact that he had not proper medical care and attention following his injury.

Claim No. 31260.—This man, a carpenter, was injured August 8, 1913. Fell from a ladder, sustaining a rupture of urethra. Was married and had a family to support. Was not paying hospital dues to any physician at the time of accident.

An examination made December 23, 1913, by one of our special examiners indicated that an operation on urethra was the

only course to pursue to obtain a recovery. Claimant was unable to have this done on account of his financial condition, and the case dragged along until March 10, 1914, when we again had our special examiner report on his condition. This report showed that there had been no improvement whatever and that his condition was worse, if anything. We again had an examination in 1915 by a specialist in troubles of this kind. This doctor's report showed that there could be no relief from the condition until an operation was performed. The claimant, however, did not wish to submit to an operation on account of the large bills that same would involve. His family had no other means of support except the small amount received from the Commission, and it required considerable management to allow them to live on this monthly allowance.

This man was paid time loss for twenty-four months and a considerable sum for permanent partial disability. Had there been a first aid provision in the Compensation Act, the time loss would have been greatly shortened and the award for disability considerably lessened.

Claim No. 49982.—This claimant, a logger, was injured December 12, 1914. While at work he dropped a choker hook on right heel, resulting in ulceration of the injured parts. He had a hospital ticket and received hospital care for some time.

He was discharged from the hospital and left for an adjoining state while the wound on foot was still unhealed. He has been under the care of a number of physicians in the city where he now resides, sometimes being treated at the city hospital and at other times at the clinics of a medical school. There is no improvement in his condition. He receives \$20 per month from the Commission, which does not allow for proper treatment. His hospital agreement in this state has expired, and he cannot get back into the hospital here. Indications are that we will eventually have to pay this man for the loss of a foot.

Claim No. 41354.—A laborer, employe of the state highway department, working on Hoods Canal road, cut his foot

with an axe on August 7, 1914. He had no treatment whatever for about ten days. Was not under hospital contract and was allowed to shift for himself, according to his own statement. Had one dressing at Shelton and showed up here some twelve days after the accident. The foot was very badly infected, much swollen, and discharging very freely. He had no money to even take care of himself with, let alone provide the necessary hospital and medical attendance.

Owing to the fact that his foot was so badly infected, it was evident that he would have a lot of permanent partial disability. The Commission made an advance of \$50, that he might receive some care. He, however, went around from one physician to another and did not receive the kind of care that he should have had. Owing to the fact that he received no attention in the beginning, this man was disabled for ten months, and at that time his foot was practically useless. He was given, in addition to his time loss for ten months, \$700 permanent partial disability. One hundred dollars spent in doctor bills at the beginning of this case, would have probably saved, or should have saved, the \$700 and saved at least half of the time loss.

Claim No. 52125.—This man, a laborer, was injured June 12, 1915, while employed by a construction company in eastern Washington. No hospital ticket.

At the time of accident was given a superficial examination by a physician, and for some months treated for sciatica. The man was without funds, and during this period drifted from place to place. In the fall of 1915 the chief medical advisor of this Commission, while in Bellingham happened to see the claimant, and on examination found that there was a fracture of hip and non-union. The man was advised that he should place himself under the care of a competent physician. This he did, and was operated to bring the bones together, but on account of lack of funds was compelled to leave the hospital and the doctor's care shortly after the operation—result, operation failure. Claimant then went to another city where he was under the

care of different physicians for a short period, but the \$20 per month he received from the Commission was not sufficient to allow for proper treatment, and the final outcome was that we had to pay for total permanent disability of the injured leg, in addition to the seventeen months' compensation for time loss which he received.

Had the Commission been able to pay for proper treatment in this case, the time loss would have been greatly shortened and the disability award a great deal smaller.

The cases cited are not extraordinary, but only typical of hundreds of similar ones. Cases such as these arise every day and bring to mind very forcibly the pressing need of some sort of first aid legislation. The amount allowed under the law for time loss in the case of an unmarried man is barely sufficient to meet his living expenses, let alone pay hospital or doctor's bills; and in the case of a married man with a family to support, the distress is intensified. Under present conditions where no hospital arrangement is enforced and where the injured man is unable to secure proper treatment, he is left a cripple in a great many instances where he should have been strong and able-bodied if he had received proper care. This condition is an injustice both to the man and to the accident fund.

It also works a great hardship on the physician. In a large per cent. of the cases he never knows whether he will receive anything for his services, and in fact receives nothing in so many cases that he cannot be blamed if reluctant to take a case of this kind and give the man the time, care, and attention he should have. It is only fair to the doctor that he should know he will be paid.

E. W. OLSON,
JOHN M. WILSON,
FORREST I. GILL,

SUPREME COURT DECISIONS

The Supreme Court of the State of Washington in construing the Workmen's Compensation Act has invariably given it a broad interpretation extending its scope liberally in favor of the working classes. Following is a brief summary of the more important recent court decisions construing this law.

State v. Business Property Security Co., 87 Wash. 626. This was an action to recover premiums due the Industrial Insurance Department based upon the payrolls of the defendant in their extra hazardous business of installing electrical apparatus in buildings, of painting buildings and structures and of carpenter work. The defendant denied its liability on the ground that the only business in which it was engaged was the managing and superintending of business properties for the owners, including the collection and disbursement of rentals and maintenance of buildings and that the employment of carpenters, painters and electrical workers was incidental only to such management and not within the scope of the Workmen's Compensation Law.

The court held: The defendant's liability is not to be determined by an answer to the question whether it is *principally* engaged in an extra hazardous business, but if it conducts any department of its business, either large or small, as an extra hazardous business within the meaning and terms of this act, its workmen would come under the class designated by the act. A department of defendant's business is clearly the "repair" of buildings, which is one of the occupations stated in the act as extra hazardous. The defendant is liable for the premiums.

Closely allied to this case in principle is the case of *Replogle v. Seattle School District*, 84 Wash. 581. This action was brought by Replogle to recover damages for personal injuries due as alleged to negligence of the Seattle School District.

Plaintiff was employed by the school district as a truck driver and store keeper's helper, working under the direction of

one Moseley, who directed plaintiff to accompany one Osborn, the defendant's electrician, to a certain school building and there under Osborn's direction assist him in repairing an electric motor. While thus employed the plaintiff was injured. The school district defended on the ground that the occupation of the plaintiff at the time of the injury was extra hazardous and within the scope of the Workmen's Compensation Act and that no action could be maintained for said injury. The trial court held: That plaintiff's regular employment as truck driver and store keeper's helper was not extra hazardous and that he was not entitled to compensation under the Workmen's Compensation Law.

The Supreme Court in reversing the lower court held that while it may be conceded that plaintiff's regular employment as truck driver and store keeper's helper was not extra hazardous, yet the fact is that he was injured while he was occupied, by Moseley's direction, as assisting the electrician in installing the electric motor: that the installation of the electric motor was extra hazardous under the law, therefore he was entitled to compensation under the Workmen's Compensation Act and could not maintain the action against his employer for damages.

The effect of these two decisions and other similar decisions of the court places a construction upon the law, which raises many troublesome situations for the department. The occasional employment, so frequently of short duration, cannot be discovered and audited by the auditors in the field and the premiums on payrolls on much of this work is lost, while invariably if an accident occurs a claim is filed and compensation must be awarded. Some change should be made in the law, to remedy this condition.

The case of *Meese v. Northern Pacific Railway Co.*, recently decided by the Supreme Court of the United States, settles definitely the status of workmen injured in the course of employment at the plant of the employer by parties other than their employer. In this case Benjamin Meese, an employee of the Seattle Brewing and Malting Co., was injured while in the course

of his employment at the plant of the employer, by reason of a car being switched on a siding by the Northern Pacific Ry. Co., colliding with the car in or about which Meese was working. An action for damages was brought by the widow and on behalf of minor children against the railroad company in the District Court of the United States for the western district of Washington. The railroad company demurred to the complaint on the ground that the deceased was at the time of the accident employed within the scope of the Workmen's Compensation Act and, therefore, no action for damages would lie.

The trial court held: That the purpose of the Workmen's Compensation Act was not merely to end controversies between employers and employees in respect to injuries of the latter, but to end all suits at law for the injury or death of employees while engaged in certain occupations, no matter by whom injured or killed; and dismissed the suit.

This action of the trial court was reversed by the Circuit Court of Appeals, and upon appeal to the Supreme Court of the United States the decision of the Court of Appeals was in turn reversed and the holding of the trial court sustained. A claim for compensation was filed with the Industrial Insurance Commission and after the final decision of the court, pension was awarded to the widow and children.

State ex rel Jarvis v. Industrial Insurance Commission, 87 Wash. 258. This was an application for writ of mandamus to compel the members of the Industrial Insurance Commission to make demand upon the Puget Sound Navigation Co. for premiums based upon their payroll of employees on the Steamship "Whatcom" engaged in carrying passengers and freight on Puget Sound for hire.

The relator, Frank Jarvis, was in the employ of said company, working upon the steamship as an oiler. While thus engaged he was injured. He presented a claim for compensation to the Industrial Insurance Commission, which was rejected for the reason that the Commission had no jurisdiction over the steamship company. The company had never paid any prem-

iums and no demand had been made upon them for premiums under the Compensation Act.

The case presented the question of whether or not a seaman employed upon a boat operating upon Puget Sound and engaged in interstate commerce is covered by the provisions of the Industrial Insurance Act.

The court held: That the state legislature could not by the passage of the Workmen's Compensation Act modify or abrogate the Maritime Law of the United States under which an injured seaman could pursue his remedy in Admiralty; that for this reason the State could not give the employing company the equal protection of the Laws, which is given to other employers within the Act. The writ was denied.

Stertz v. Industrial Insurance Commission, 49 Wash. Decisions 320. This was an appeal from the ruling of the Industrial Insurance Commission rejecting the claim of a widow for compensation by reason of the death of her husband. The facts were as follows:

Stertz, who was a foreman of a logging camp, had suspended for misconduct a workman named Steele, but had reinstated him. Some weeks later Steele was discharged by the manager of the company. Three days after his discharge he procured a gun and proceeded to a point along the logging railway where switching was done and there shot Stertz and three other workmen. Stertz and two of the other workmen died, and their widows filed claim for compensation with the department, which claims were rejected and appeals taken to the Superior Court, and it was stipulated that all three claims should be governed by the result of the trial in the Stertz case.

The Commission contended that the injury was not one which arose out of the employment and that there was no causal connection between the employment and the accident. The Supreme Court reversing the trial court, which upheld the Commission, held: That under the Workmen's Compensation Law the workman has absolute insurance while on the employer's premises and that the well known principle incident to Industrial Compens-

sation Laws, namely, that the accident must arise out of the employment was not present in our act; and directed that compensation should be paid; and accordingly pensions were allowed in each of the three cases.

This construction of the Law broadens its scope materially and gives food for thought, which may well be considered by employers and the legislature.

Ross v. Erickson Construction Co., 89 Wash. 634. This case presents and decides an interesting question in relation to the Workmen's Compensation Law. Ross, an employee of the Erickson Construction Co., was injured while in the course of employment and under circumstances which entitled him to compensation under the act. A claim was filed and compensation granted. He then sued his employer for damages alleged to have been suffered by reason of the malpractice of the attending physician, who was employed to do surgical and hospital work for the construction company.

The defendants contended that no recovery could be had for the reason that the plaintiff, Ross, had been compensated for all injuries resulting from the primary injury, or proximately attributable thereto.

The Supreme Court held: That the purpose of the Workmen's Compensation Act was to end all litigation growing out of, incident to, or resulting from the primary injury, and in lieu thereof, give the workman one recovery in the way of certain compensation, and to make the charge upon the contributing industry alone. When a workman is hurt and removed to a hospital, or is put under the care of a surgeon, he is still within every intendment of the law in the course of his employment and a charge upon the industry and so continues as long as his disability continues.

This opinion has far reaching results, both with reference to employers and the administration of the Law by the department and as a result of this interpretation, employers should give careful attention to the nature and character of medical, surgical and hospital treatment furnished the injured work-

man and the Commission under the provisions of Section 24, subdivision 4 of the Act, should give more careful supervision and attention to medical, surgical and hospital treatment. The legislature should bear in mind this requirement in considering appropriations for the administration of the act. We believe a more rigid exercise of this provision of the Law would be an economic saving to the industry and of a great benefit to the injured workman in securing better results from treatment. As an illustration of some of the problems which confront the Commission in the administration of the Law and upon which this decision has a bearing, we cite the following instance:

On July 31st, 1914, a logger had fracture of right femur and was treated by extension and splints, then by cast and a long side splint and in February, 1915, the bone was healed with some forward and outward angulation and deformity and $2\frac{7}{8}$ inches of shortening. This condition rendered it impossible for the workman to go about without crutches. He appeared before the Commission and urged a settlement in the condition in which he was, giving as one of the reasons for a settlement at that time, that he might have an operation performed with a view of remedying the condition of his limb. He was paid time loss up to that time and paid for two-thirds of the loss of a leg, and his claim was closed. In May, 1916, he wrote the Commission with reference to reopening his claim and on Sept. 2nd, he made a formal application for a reopening of his case, filing his own affidavit and affidavits of a number of physicians, which proved that after his settlement with the Commission and after he had consulted other physicians an attempt was made to straighten and improve his leg by operation. Lane's plate was applied to the femur, following which he had a cerebral embolus and as a result of the same they were unable to control the patient, so that this operation was a failure. Then on June 7th, 1916, he was re-operated and an autogenous inter-medullary bone grafted and two small wire nails applied; that as a result of said operation the petitioner suffered an attack of paralysis affecting his left side, arm and leg; that later two

operations followed and again on the 14th day of June, 1916, claimant was examined and it was found that the fracture was still un-united and another operation was performed for the purpose of undertaking to obtain a union by using a transplant taken from another bone and placed in the shaft of the fractured femur. According to the advice of the physicians who have performed these various operations and who are now attending the claimant, it is apparent that his disability will not cease short of the loss of a leg.

The Commission in considering the application for a reopening of his case was confronted with the fact that the man had been paid for the disability which was found to exist at the time when settlement was made, and that his present condition was probably due to the failure of the subsequent operations which were made upon the advice of physicians in the belief that the claimant's condition would be improved thereby. The first impression of the Commission was to reject this application for reopening, but a close study of the case of *Ross v. Erickson Construction Co.*, above cited, leads us to conclude that in the light of the broad interpretation of our Act as declared in that and other decisions of our Supreme Court, it would be error to reject this application for reopening. In this decision the court adopted the ruling in the Burns' case, 218 Mass. 8, 105 N. E. 601, (which was a case in which the immediate cause of death was bed sores, which finally produced blood poisoning, and a finding that death resulted from injury) and held: "The mere circumstance that there have intervened, between the wrongful cause and the injurious consequence, acts produced by the volition of animals or of human beings, does not necessarily make the result so remote that no action can be maintained. The test is to be found, not in the number of intervening events or agents, but in their character, and in the natural and probable connection between the wrong done and the injurious consequence. So long as it affirmatively appears that the mischief is attributable to the negligence as a result that might reasonably have been foreseen as probable, the legal

liability continues.' Nor would it have been material, if that had been found to be the fact, that the bedsore was due to the mistake or the negligence of the physicians acting honestly." Again the court adopts the following language: "If a person receives an injury through the negligent act of another, and the injury is afterwards aggravated, and a recovery retarded through some accident not the result of want of ordinary care on the part of the injured person, he may recover for the entire injury sustained, as the law regards the probability of such aggravation as a sequence and natural result likely to flow from the original injury."

In passing upon this case the Commission had in mind the doctrine that if the chain of causation is broken by a *novus actus interveniens*, so that the old cause goes, and a new one is substituted for it, that is a new act, which gives a fresh origin to the after consequences, but we are convinced that the present condition of the claimant is the natural consequence of the chain of circumstances following the original injury and for this reason the claim was reopened and time loss allowed pending a final determination of the extent of the claimant's disability.

OPINIONS OF ATTORNEY GENERAL

OLYMPIA, WN., September 9, 1912.

Industrial Insurance Commission, Olympia, Wn.:

GENTLEMEN: We have your letter of the 27th ult., referring to us communications from Howell-Hill Mill Co., Tacoma, and files relative to A. L. Butterworth and Arlington Shingle Co.

It appears that Mr. Butterworth is an individual employer who himself was actively engaged in the work of manufacturing shingles, and one of your reports states that his name was carried upon the payroll as a filer at \$5.50 per day. He was injured last July.

It appears from the letter of the Howell-Hill Mill Co. that the name of J. O. Howell is carried upon the payroll of the Howell-Hill Mill Co. It also appears that he has been injured, but whether before or after his name went upon the payroll is not disclosed. The nature of his employment and the amount of his salary or wage is not shown. Nor is it stated whether this company is a corporation.

You refer us to section 3 of chapter 74, Laws 1911. So much of said section as is material reads as follows:

"Any individual employer or any member or officer of any corporate employer who shall be carried upon the pay roll at a salary or wage not less than the average salary or wage named in such pay roll and who shall be injured, shall be entitled to the benefit of this act as and under the same circumstances as and subject to the same obligations as a workman."

You ask, "Does an individual employer become entitled to an award, in event of injury, by the mere act of carrying his name upon the payroll, whether his occupation would be considered extra-hazardous or not?"

As it is asked, we must answer the question in the negative. An individual employer is entitled to the benefit of the act "under the same circumstances as and subject to the same obligations as a workman" is so entitled; that is, he must be engaged in an enterprise or business, or in the particular employment or department of such enterprise or business which is extra-hazardous within the meaning and intent of said act. This does not prevent an employer from electing to come under the act, as provided in section 19, upon filing with the Department notice of such election. Merely carrying the name on the payroll is not a sufficient election.

You then ask this question: "If an employer who has not carried his name upon the payroll be injured, can he by placing his name thereon and tendering payment to this Department, compel an award in event of injury already sustained?"

This question, also, must receive a negative answer. The law is intended to apply where the relation of master and servant exists, and to

provide compensation for an injured workman. It is not intended to create a plan of compulsory insurance for employers, and imposes no obligation upon an employer to pay any contribution upon his own payroll. It does, however, permit an employer to elect to come under the act and to obtain its benefits "under the same circumstances as and subject to the same obligations as a workman." Until the election is made the employer is not covered by the law, and we are of opinion that the election can be made only in the way indicated; that is, by carrying the name of the employer upon the payroll and paying contribution thereon. It is a necessary conclusion from this that an employer cannot receive compensation for an injury received prior to the time that his name is put upon the payroll and his contribution thereupon is made to the proper fund. We might add, that a name must be carried upon the payroll at the actual salary or wage of the employer, unless such salary or wage is less than the average of the payroll, when it must be carried for the purposes of your Department at least at such average.

You then say, "Can such employer who may have carried his name upon the payroll but who has never been reached by the Department for the purpose of auditing his books and obtaining contribution of premiums, require an award to be made for an accident which occurred before such contract and contribution?"

This question must receive a negative answer, in view of what we have already said.

Yours very truly,

S. H. KELLERAN,
Assistant Attorney General.

OLYMPIA, WN., October 18, 1913.

Industrial Insurance Commission, Olympia, Wn.:

GENTLEMEN: In answer to your letter of the 19th ult., wherein you ask if the parents who are receiving a monthly payment under the compensation act by reason of the death of a son, avail themselves of the benefit of the "colony" in connection with the state soldiers' home at Orting, whether the compensation should be discontinued on that account.

In reply thereto I have to advise you that such compensation should not be discontinued. I may suggest, however, that the board of control does not admit persons to the colony unless they are indigent and unable to earn a living. The fact that they are receiving a compensation from the state would probably be taken into consideration by the board in determining whether they should be admitted to the home.

Yours respectfully,

W. V. TANNER,
Attorney General.

OLYMPIA, WN., November 22, 1913.

Industrial Insurance Commission, Olympia, Wn.:

GENTLEMEN: We are in receipt of your letter of recent date, which reads in part as follows:

"We understand that private contractors are drilling oil wells on the Tulalip Indian reservation. Would these operations come under the provisions of the workmen's compensation act?"

This question involves the jurisdiction of the state over Indian lands under the provisions of article 26 of the state constitution, which is a re-enactment of the second paragraph of section 4 of the enabling act, providing that until title to Indian lands "shall have been extinguished by the United States, the same shall be and remain under the absolute jurisdiction and control of the Congress of the United States."

In the case of *Draper v. United States*, 164 U. S. 238, the supreme court of the United States said that "in reserving to the United States jurisdiction and control over Indian lands, it was not intended to deprive that state (Montana) of power to punish for crimes committed on a reservation, or Indian lands, by other than Indians or against Indians * * *." The case of *State v. Howard*, 33 Wash. 250, is to the same effect. It has also been held that a sheriff has the right to enter an Indian reservation and levy execution on personal property of residents thereon other than Indians (*Stiff v. McLaughlin*, 19 Mont. 302), and that a board of county commissioners has the authority to establish voting precincts within the boundaries of Indian reservations (*State v. Denoyer*, 6 N. D. 599). In the latter case, the court said:

"It (the reservation made by the Enabling Act) did not take Indian lands out of the jurisdiction of the state where located, in the sense that the lands in another state are excluded. The United States retained all jurisdiction necessary for the disposition of the land and the title thereto; all jurisdiction necessary to enable it to carry out all treaty and contract stipulations with the Indians; all jurisdiction necessary to enable it to protect and civilize its unfortunate wards. But the state had jurisdiction to tax the property of its citizens within the reservation, to enter thereon for the purpose of enforcing, by levy and sale, the collection of such tax. It had jurisdiction to punish its citizens for crimes committed one against the other thereon. And the principle of these decisions logically and necessarily lead further, and give the state the right to extend to its citizens lawfully upon such Indian lands all the privileges and immunities of the laws of the state, where the same in no manner conflict with the reserved jurisdiction of the United States."

From the foregoing authorities, it seems clear that the jurisdiction of the state extends over Indian reservations. Answering your question directly, therefore, you are advised that the operations of private contractors in drilling oil wells on the Tulalip Indian reservation, come within the provisions of the industrial insurance act (Laws of 1911, ch. 74).

Yours respectfully,

W. V. TANNER,
Attorney General.

OLYMPIA, WN., July 1, 1914.

Industrial Insurance Commission, Olympia, Wn.:

GENTLEMEN: In answer to your letter of the 29th ult., you are advised that a child legally adopted by a third person is not entitled to compensation under the law by reason of the death of his or her natural father.

Yours respectfully,

W. V. TANNER,
Attorney General.

OLYMPIA, WN., December 24, 1914.

Industrial Insurance Commission, Olympia, Wn.:

GENTLEMEN: *Re* Claim No. 43512—Jessie Waggoner. We have your favor of recent date requesting advice upon the following statement of facts:

"W," a laborer, was fatally injured while engaged in employment within the scope of the workmen's compensation law. He was a widower and left surviving him three children, namely, a son over 18 years of age, one daughter under the age of 16 years and a daughter 22 years of age. You ask whether the son and eldest daughter, upon proving dependency, would be entitled to compensation.

The law is specific both in the definition of a dependent, under section 3 of the act, and under subdivision 3 of section 5 of the act, fixing compensation, that a dependent is not entitled to compensation except in the case where a workman leaves no widow, widower or children under the age of 16 years. It would therefore seem clear that in the case stated—there being a child under 16 years surviving—no dependency would exist.

Respectfully yours,

JOHN M. WILSON,
Assistant Attorney General.

OLYMPIA, WN., March 26, 1915.

Industrial Insurance Commission, Olympia, Wn.:

DEAR SIR: We have your request for an opinion on the following statement of facts:

A workman was injured under circumstances which entitle him to compensation under chapter 74, Laws of 1911 of the State of Washington. His injury resulted in a temporary total disability which has continued since May, 1914. His wage at the time of his injury was \$2.00 per day. You ask us to state the amount the workman is entitled to while suffering this disability. We assume that you intend to refer to the first six months of such disability, as there could be no question of the amount of compensation due after that period of time.

Your question involves the construction of subdivision (d) of section 5 of the workmen's compensation act.

Subdivision (b) of said act reads, in part, as follows:

"When permanent total disability results from the injury, the workman shall receive monthly during the period of such disability: * * *

"(3) If the workman have a wife or husband and a child or children under the age of sixteen years, or, being a widow or widower, have any such child or children, the monthly payment provided in the preceding paragraph shall be increased by five dollars for each such child until such child shall arrive at the age of sixteen years, but the total monthly payment shall not exceed thirty-five dollars."

Subdivision (d) of the same section, so far as is material to this inquiry, reads as follows:

"When the total disability is only temporary, the schedule of payment contained in paragraphs (1), (2) and (3) of the foregoing subdivision (b) shall apply so long as the total disability shall continue, increased 50 per cent for the first six months of such continuance, but in no case shall the increase operate to make the monthly payment exceed 60 per cent of the monthly wage (the daily wage multiplied by twenty-six) the workman was receiving at the time of his injury."

The provision that "in no case shall the increase operate to make the monthly payment exceed sixty per cent of the monthly wage * * * the workman was receiving at the time of his injury," as found in the above last quoted subdivision, was evidently intended as a limitation on the *amount of increase* and cannot reasonably be construed to mean a limitation on the amount of compensation as provided by paragraphs (1), (2) and (3) of subdivision (b). Otherwise, the provision would tend to work a hardship rather than a benefit upon the injured workman, which is manifestly contrary to the purpose of the act.

For instance, in the given case, the workman in paragraph (3), subdivision (b), should receive \$35.00 per month. This increased fifty per cent would, but for the limitation, entitle him to \$52.50 per month during the first six months of his total temporary disability. To apply the limitation of sixty per cent of his wage would reduce his allowance to \$31.20, an amount less than is expressly given him by the preceding section. Had this been the intention of the law, there would be no necessity for the words "the increase operate to make," as used in subdivision (d), but it would read, in no case shall the monthly payment exceed sixty per cent of the monthly wage, etc.

A more equitable rule, and one which we believe is clearly contemplated by the act, is to apply the sixty per cent limitation to the increase only, which, in the given case, would completely efface the increase but give the workman the maximum provided without it, or \$35.00 per month. In other words, the operation of the sixty per cent clause should in no case reduce the compensation below that fixed in subdivision (b).

Respectfully yours,

JOHN M. WILSON,
Assistant Attorney General.

OLYMPIA, WN., July 15, 1915.

Industrial Insurance Commission, Olympia, Wn.:

DEAR SIR: Some time ago you requested an opinion as to the right to compensation under the workmen's compensation act of this state of a workman employed by an employer operating within the law in this state, but who was injured in the course of his employment without the state.

Without considering the question fully, we wrote you informally, expressing our views of the matter. We now submit the following opinion.

A review of the authorities on this question shows that they are not harmonious. Under the Ohio act, which provides for injuries "wheresoever incurred," it is held that an employee of an Ohio employer, injured in a foreign state in the course of his employment, is entitled to compensation.

Under the New Jersey law a workman employed in New Jersey and injured in New York, was held to be entitled to compensation, the court in its opinion saying:

"The statute can have no extraterritorial effect but it can require a contract to be made by two parties to a hiring, that the contract shall have an extraterritorial effect."

The general rule, however, is that unless clearly intended to the contrary, statutes have no effect beyond the territorial limits of the state in which they are enacted.

Hence it was held in England that the dependents of a workman employed by English employers under a contract entered into in England, who was killed by accident while working beyond the limits of the United Kingdom, could not recover compensation.

Tomalin v. S. Pearson & Son, 2 K. B. 61.

In *Keyes-Davis Co. v. Aldendyce*, Detroit Legal News, May 3, 1913, the Michigan industrial accident board held that an employee injured in Buffalo, New York, while in the course of his employment under a contract with a Michigan employer, was not entitled to compensation.

To the same effect is *In re Gould*, 215 Mass. 480, 4 N. & C. C. A. 60, where the Massachusetts act was held not to be extraterritorial in its scope.

In enacting the workmen's compensation statutes the legislature rather than seeking to extend their powers beyond the borders of the respective states, have, by the general tenure of the statutes, and sometimes by express words, limited their operation to the territorial limits of the respective states. This is shown by an examination of the several statutes upon this subject and the point is usually decided upon the language of the various acts as indicating a purpose to make its terms applicable to injuries received outside of the state.

An examination of our act discloses an intention to limit its application. By section 2 it is declared that the act is intended to apply to

and embrace all inherently hazardous works and occupations which are within the legislative jurisdiction of the state.

By section 3, under the definition of workman, the following language is used: "Workman means every person *in this state* who is engaged in the employment of an employer carrying on or conducting any of the industries scheduled or classified in section 4, etc."

Under section 18, regulating the application of the act to interstate commerce and providing for voluntary acceptance of the provisions of the act by employers and their workmen, the right of acceptance is confined to those "working only in this state."

These and other provisions of the act denote an intention to confine the provisions of the law to the territorial limits of the state, in conformity to the general rule above stated.

From these declarations of intention and the greater weight of authority as we find it, we advise that the provisions of the law are not extraterritorial and that a workman employed in this state, who is injured outside of the state, is not entitled to compensation by reason of such injury.

Respectfully yours,

JOHN M. WILSON,
Assistant Attorney General.

OLYMPIA, WN., March 2, 1916.

Industrial Insurance Commission, Olympia, Wn.:

GENTLEMEN: In a recent communication to this office you request an opinion as to whether, after an employer and employe have jointly elected to avail themselves of the benefit of the workmen's compensation law, they may withdraw from the provisions of the law after giving the Commission due notice of their intention so to do.

The elective provision of the law, found in section 19 thereof, reads as follows:

"Any employer and his employes engaged in works not extra hazardous may, by their joint election, filed with the Department, accept the provisions of this act, and such acceptances, when approved by the Department, shall subject them irrevocably to the provisions of this act to all intents and purposes as if they had been originally included in its terms. * * *"

There is no provision in this section, or anywhere in the law, for a withdrawal of the election after it has been made. On the contrary, this section expressly provides that such an election shall subject the parties *irrevocably* to the provisions of this act; and we are therefore of the opinion that when an election is once made, the parties are bound thereby as long as they continue in the relation of employer and employee within the general terms of the workmen's compensation law.

Respectfully yours,

JOHN M. WILSON,
Assistant Attorney General.

OLYMPIA, WN., March 2, 1916.

Industrial Insurance Commission, Olympia, Wn.:

GENTLEMEN: Under date of February 29th you wrote us that you are having trouble obtaining physician's reports on claimants whom they have treated as attending physicians under the provisions of the workmen's compensation act, and you request an opinion as to whether physicians can be compelled to make reports of this character.

By section 12 of the act it is provided that "where a workman is entitled to compensation under this act he shall file with the Department, his application for such, together with the certificate of the physician who attended him, and it shall be the duty of the physician to inform the injured workman of his rights under this act and to lend all necessary assistance in making this application for compensation and such proof of other matters as required by the rules of the Department without charge to the workman."

By section 24 of the act the Commission is authorized to establish and promulgate rules governing the administration of the act, and to supervise the medical, surgical and hospital treatment to the intent that same may be in all cases suitable and wholesome.

By section 24a a penalty in the sum of \$250.00 is provided against anyone who shall violate or fail to obey, observe or comply with any rule of the Department promulgated under the authority of this act.

We are of the opinion that section 12, above referred to, imposes a duty upon the attending physician not only to the claimant but to the state; and that the provisions of that section are mandatory. We are also of the opinion that any rule of the Department, based upon any provision of the statute, is enforceable and mandatory, provided such rule has been formally promulgated as is contemplated by the first subdivision of section 24 of the act.

We therefore advise that a formal demand be made upon any physicians who are refusing to comply with the provisions of this act and the rules of the Department, for the information desired; and in case the same is refused, that the matter be referred to this office and proceedings be had for the purpose of testing the authority conferred by the act.

Respectfully yours,

JOHN M. WILSON,
Assistant Attorney General.

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STATE OF WASHINGTON

TENTH BIENNIAL REPORT

OF THE

Bureau of Labor, Statistics

AND

Factory Inspection

YEARS 1915-1916

C. H. YOUNGER, Commissioner



OLYMPIA
FRANK M. LAMBORN, PUBLIC PRINTER
1916

LETTER OF TRANSMITTAL.

OFFICE OF THE BUREAU OF LABOR, STATISTICS AND FACTORY
AND STEAMBOAT INSPECTION.

OLYMPIA, WASHINGTON, November 1, 1916.

*To His Excellency Ernest Lister, Governor of the State of
Washington.*

SIR: In compliance with Chapter LXXIV, Laws of 1901,
I have the honor to transmit herewith to you, and through you
to the honorable Legislature, this, the tenth biennial report of
this Bureau for the years 1915-1916.

Respectfully yours,

C. H. YOUNGER,
Commissioner.

ACKNOWLEDGMENT.

I take occasion, in presenting this report to the people, to express my sincere thanks and appreciation to all those who promptly and most willingly and with extreme courtesy responded to the requests for information and the data upon which this report is based. In a special manner to Governor Ernest Lister, for his hearty co-operation; to the Attorney General, for his prompt and able assistance at all times; to the Industrial Insurance Commission, for their kind and helpful assistance, and to the various other state departments, in the capitol and through the state at large. Also to the secretaries and other officials of the trade unions, brotherhoods and other guilds and associations, to proprietors of manufacturing and industrial concerns, to our agents in the field and the members of this Bureau at home, all of whom have aided very materially in the work of furnishing data, and in the compilation of the report. Such loyal co-operation from all concerned is commended to the people and their representatives in the Fifteenth Session of the General Assembly of the State of Washington.

C. H. YOUNGER,
Commissioner.

BUREAU OF LABOR.

APPOINTMENT OF COMMISSIONER.—A Commissioner of Labor shall be appointed by the Governor, and said Commissioner of Labor, by and with the consent of the Governor, shall have power to appoint and employ such assistants as may be necessary to discharge the duties of said Commissioner of Labor; and said Commissioner of Labor, together with the Inspector of Coal Mines, shall constitute a bureau of labor. On the first Monday in April, 1897, and every four years thereafter the Governor shall appoint a suitable person to act as Commissioner of Labor, and as factory, mill and railroad inspector, who shall hold office until his successor is appointed and qualified. (L. '05, Sec. 1, Chap. 83.)

DUTIES OF COMMISSIONER.—It shall be the duty of such officer and employes of the said bureau to cause to be enforced all laws regulating the employment of children, minors, and women, all laws established for the protection of the health, lives, and limbs of operators in workshops, factories, mills and mines, on railroads, and other places, and all laws enacted for the protection of the working classes, and declaim it a misdemeanor on the part of the employers to require as a condition of employment the surrender of any rights of citizenship, laws regulating and prescribing the qualifications of persons in trades and handicrafts, and similar laws now in force or hereafter to be enacted. It shall also be the duty of officers and employes of the bureau to collect, assort, arrange and present in biennial reports to the legislature, on or before the first Monday in January, statistical details relating to all departments of labor in the state; to the subjects of corporations, strikes or other labor difficulties; to trade unions and other labor organizations and their effect upon labor and capital; and to such other matters relating to the commercial, industrial, social, educational, moral, and sanitary conditions of the laboring classes, and the permanent prosperity of the respective industries of the state as the bureau may be able to gather. In its biennial report the bureau shall also give account of all proceedings of its officers and employes which have been taken in accordance with the provisions of this act, or of any other acts herein referred to, including a statement of all violations of law which have been observed, and the proceedings under the same, and shall join with such accounts and such remarks, suggestions and recommendations as the Commissioner may deem necessary. (Sec. 2, p. 132, '01.)

INTRODUCTION AND REVIEW

The two years that this biennial report covers have been a busy period for the Bureau of Labor and succeeding as they do another two years of operation crowded with most of the successes that have been accomplished in behalf of just industrial relations, through the agency of state laws and their enforcement, both by the men who employ labor and the thousands who toil for them, and may well be termed a period of industrial and social progression.

The past two years have been devoted largely to carrying on the work then planned and carried into practical performance as much as possible, broadening the scope of such plans and aiding with all the efficiency possible that comes only through continued study of conditions and the practical experience that comes from dealing with them.

In conjunction with the Industrial Welfare Commission this work has been carried on and a very reasonable degree of success reached. The result is that a good substantial foundation upon which to build has been laid and the outlook for continued and ever increasing good results through each succeeding biennium is most promising.

Child labor, which never was a very serious menace to our industrial life, has become a negligible proposition in the State of Washington; a better wage for minors and women has been the result and the trend of all things relating thereto point towards the uplift of the masses in a remarkable degree. But few serious cases of violation of the eight-hour law and the minimum wage law for women and minors have come to the notice of the Bureau, and while a good many complaints have come in, these violations are growing noticeably less. This comes through a better understanding of the laws governing and because of enforcement of them in all cases possible.

The Industrial Welfare Commission has played a very prominent part, a very successful part in this since the law creating such Commission became effective, June 12th, 1913.

Through the good offices of these two agencies a very considerable amount of good has been accomplished and a very considerable amount of money refunded, because of under payment, to these women and minors, and conditions under which they labor much improved.

The campaign in behalf of safety in the operation of industry in the mills and factories of the state is being waged with undiminished vigor and today in these plants there is in action 660 safety committees comprising 2,070 men whose efforts are being continually directed in the interests of personal safety of all concerned. In the schools of the principal cities of the state in the industrial training departments 20 such committees have been organized with a membership of 120.

The artificial safeguarding of dangerous machinery keeps on in a very satisfactory manner and more machines are so safeguarded today than at any time since the work of "safety first" began. Accidents of course are still occurring, for all of them can never be prevented, but the fact remains that while industry is ever increasing and the number of workers growing greater the per cent of accidents is continually growing less.

There has been much disturbance in the ranks of organized labor during the last two years and in a marked degree during the present year. These disturbances are traceable to existing conditions. Among these causes is that an unwonted activity in business prevails and this condition following as it does close on the heels of an unusually depressed condition of industry, is therefore not to be wondered at. Poor business produced a correspondingly low scale of wages and now the effort is being made to adjust this inequality.

The cost of the necessities of life has increased so amazingly and is constantly increasing that insistent demands for wage increases had to be made. Some of these have been successful while others have not, and we regret to have to record such failures and the discords and in some instances disasters attending these disputes between capital and labor.

In one way and another the duties and obligations of the

Bureau have been made extremely onerous in many instances. The cases cited in this report constitute but a small part of the entire number investigated, all of which took much time of the office and field force, and only those that came up for prosecution are herewith presented. Many more were adjusted through a mutual discussion of them and settlement reached without recourse to the final remedy. If all the items entering into the sum total of the operations of the Bureau of Labor were enumerated the report would be one of such prodigious size that its usefulness would in that way be impaired and much of the matter be of little or no interest; it would be a waste of energy as well as finance. The object aimed at in this report is to condense the facts as much as possible without impairing such information and keep the volume within the dimensions of a handy manual and in that way make it more acceptable to all concerned and therefore enhance the good intended by its publication.

The Labor Bureau was created by act of the Legislature in 1897. The first commissioner was W. P. C. Adams, who served from 1897 to 1901 and was during the time associated with William Blackman as factory, mill and railroad inspector.

April 7th, 1901, Mr. Adams was succeeded by Mr. Blackman, who held office until 1905, C. F. Owen during this time filling the position of coal mine inspector and whose office was in Tacoma.

In 1905, Charles F. Hubbard was appointed Commissioner of Labor by Governor Mead and served eight years, being reappointed by Governor Hay in 1909, serving until April 7th, 1913, when Edward W. Olson was appointed Commissioner by Governor Lister, serving until June 1st, 1916, when he was promoted to the chairmanship of the Industrial Insurance Commission and was succeeded by the present Commissioner.

The personnel of the Bureau since June 1st, 1916, has been as follows:

Lucia A. Crangle, Assistant Labor Commissioner, with offices 501 Alaska Building, Seattle.

James Bagley, Coal Mine Inspector, 506 Alaska Building, Seattle.

C. M. Shrader, Factory Inspector, Seattle.

O. M. Strand, Factory Inspector, Bellingham.

A. C. Hughes, Factory Inspector, Centralia.

H. C. Miles, Factory Inspector, Spokane.

W. H. Sutter, Steamboat Boiler and Factory Inspector, Tacoma.

Miss Esther K. Dahlberg, Chief Clerk.

Miss Hazel Maahs, Stenographer.

J. J. Reardon, writer and compiler of this report.

RECOMMENDATIONS TO THE LEGISLATURE.

COLLECTION OF WAGES.

As recommended in the last report of the Bureau of Labor comes the obligation of again presenting the fact that some method for the protection of working people, towards the collection of their wages must be adopted, through a process of law, that will not entail enormous expense upon the claimant.

Many instances have come to hand during the past two years that emphasize very clearly the necessity for such an enactment of law. Time and time again has the Commissioner been asked to collect wages, by parties who had worked faithfully and well and then for some reason could not get the money that they earned. The exception where the employer could not pay was rare in such cases. Such disputes between employer and employe, whether for the purpose of defrauding labor or not, is another cause of the restive condition of a portion of society and has a decided tendency to weaken the social fabric of the commonwealth.

There are courts where such litigation may be handled in the usual way, but the expense incidental to such proceedings, including an attorney fee, makes such alternative prohibitory in many cases. For instance, if the claim is say for \$25.00 or \$35.00 or even \$50.00, the creditor might just as well forego the attempt to collect since the cost of litigation would nearly if not entirely absorb the amount, so the case would therefore resolve itself into one of mere personal vindication, for the cost of collection would consume it all. When the entire range of cases of this kind are considered and which include those of women and minors as well, the proposition looms up in proportions great enough for the Legislature to provide a remedy for such seeming injustice.

To provide for such emergencies it was recommended in the last report, and quoting the exact phraseology of the recommendation, "Small debtors' courts under the jurisdiction of the duly elected and municipal justices of the peace throughout the

state, where cases of this nature may be heard and adjudicated without the usual expense accompanying such proceedings" would be set up. A draft of such a law was presented to the Fourteenth Legislative Assembly for their earnest consideration and was "killed." In regard to the issuance of time certificates the law should be amended so that such certificates may be readily convertible into current funds and the holder of them be not hampered with a waste of time and expense in thus realizing on them. Many cases of this kind have come to the notice of the Bureau during the two years just past.

STRIKES

Some ways and means should be arrived at for the purpose of doing away with many of the baneful effects incident to strikes, the loss to employers and employes alike, the possible destruction of property; and without any impairment of the constitutional rights of either party concerned. The seeking of the good offices of the Bureau of Labor and kindred departments of the State's Commissions should be made the rule of action in the case of such impending crisis, and much of the misfortune and misunderstanding that entails when the radical remedy is used would be averted because of the large possibilities such invocation would make highly probable. A law providing for such aids in the interests of the common weal should be enacted.

EIGHT-HOUR PUBLIC WORKS LAW.

Repeating the recommendations written in the last report, "It is recommended that the Eight-hour Public Works Law be so amended as to eliminate its present ambiguity in a number of particulars. It should provide that public officials who employ day labor on public improvements shall be just as responsible under its provisions as a contractor or sub-contractor, and it is also essential that a minimum wage provision be added requiring public officials who let contracts, to stipulate in such contracts a minimum wage for common labor. This law should provide, too, that resident laborers be given preference on all

public work done in the different counties or municipalities of the state.”

We desire to add that the attention of the law making body be directed to the camp conditions that are common to these public works. Investigation has revealed a woeful condition of sanitation, making of many of these places a serious menace to the health of those directly concerned and the neighboring population as well. There are other inconveniences incidental to such employment such as illy ventilated and crowded sleeping quarters that could well afford of bettering but the sanitation problem is one that demands very serious consideration from the hands of the Legislature.

The hospital system in vogue is a big bone of contention among the men who under the present system have to pay from one to two dollars per month for hospital service, according as they move from place to place. In some of the camps it is the custom to charge ten cents per day for ten days, some ten cents a day for five days, as the minimum charge, in no case however does the monthly charge exceed one dollar. The service is not satisfactory however to the men, and what they are striving to achieve is a certificate of membership for free hospital service and first aid treatment free of charge in any such employment throughout the state where they may be employed for the period covered by the certificate, and no additional charge be made upon their wages because they move from one camp to another, or from one locality to another. That there has been gross abuse of this hospital system there is no question whatever. Complaints as to the kind of treatment they do get in some of these places are frequent and very bitter, and the analysis of the situation is that the premium on the insurance so afforded is very high when the percentage of service and the kind of service rendered are taken into account.

FACTORY INSPECTION LAW.

There is little fault to be found with the present Factory Inspection Act except that it should be widened in its application. There is no necessity for any ironclad legislation in the

inspection feature of the Bureau's work as the efficiency of such service depends largely on the systematic way it is performed; the interest and intelligence of the field men on the job. Men are usually selected for such work because of their particular fitness for it, practical knowledge in the working of such industries and because they possess peculiar adaptation for such inspection. It is through the agency of these field men that much of the necessary information coming to the office of the Bureau is secured.

The present staff seems to be well adapted to the work, and the service rendered by them has been highly satisfactory. The generous consideration of employers in industry is respectfully solicited in behalf of this staff of representatives, and their co-operation with them much to be desired. This co-operation is a matter of mutual necessity on the part of employes as well as employers and inasmuch as the Workman's Compensation Act is involved the necessity of such close relationship becomes apparent.

Every case of personal injury in hazardous employments becomes a liability on both employer and employe. To the former it is a conscientious matter as well as the involving of a financial obligation, for the more accidents the heavier will be the assessment toll, which is based on general averages. To the men and women employed the responsibility in preventing human suffering both to themselves and others is involved and temporary disability entails a certain amount of unfitness for future endeavor in many instances, and in that way is the ability to command due recompense for labor performed impaired.

The logging industry is now the most prolific source of personal injury to workers and yet this great industry, kindred to mills and factories, is without the sphere of the operations of the inspection laws of the state for it reads in part as follows: "It shall be the duty of the Commissioner of Labor, by himself or his duly appointed deputy, to examine as soon as may be after the passage of this act, and thereafter annually and from time to time, all factories, mills, workshops, storehouses, ware-

rooms, stores and buildings and the machinery therein contained, to which the provisions of this act are applicable, for the purpose of determining whether they do conform to such provisions, and of granting or refusing certificates of approval, whether requested to do so or not." (Sec. 3, Chap. 205, Laws '07.)

It will be seen therefore that logging operations do not come within the scope of the law and this great industry should be included in the inspection law. Neither does structural work.

The scope of the law should be further extended and made to include the inspection of moving picture theatres. The reason for this is for the protection of the operators in the booths, for the audience is always duly provided for; the law of business competition usually provides for the matter of public service. The operator in the booth is however worthy of some consideration, and in many of these houses the conditions surrounding the operator are deplorably deficient and to the criminal extent. Not alone is the supply of good wholesome atmosphere lacking but even his more pressing necessities are not provided for. Elsewhere in this report and under the index heading "Motion Picture Operators" will be found a very interesting and highly scientific treatise, the result of a special survey that was made of these places by a special representative of the Bureau, also that by one of the inspectors on the staff. These defects should be remedied by bringing such places within the scope of the inspection laws, and the members of the incoming Legislature are asked to study carefully these sections of the report and provide the necessary remedy. In the interests of common justice is this recommendation presented and with the hope that relief by legal compulsion will follow.

COMPENSATION OF INSPECTORS.

The law now in force, that part of it described as "section 8, chapter 203, page 445, Laws of 1907," provides for compensation of inspectors of not in excess of \$4.00 per day, and is without doubt the minimum compensation paid by any state in the Union. Since the passage of this law, now nine years since, the costs of everything in the way of necessities and luxuries

have gone up in price from 25% to 50% per cent. It costs that much more to live now than it did then, and most of the men engaged in the work maintain homes and families, so while their own actual expenses are provided for the home expense is about as great as if they entered into its actual provisions. From time to time such recommendation has been made without any relief being afforded and now the necessity for such increase to \$5.00 per day becomes more and more apparent.

As compared with year 1907 inspectors are not receiving much more than \$2.50 to \$3.00 per day while machinists and shingle weavers and such men earn from \$5.00 to \$7.00 per day. Justice in this particular also demands conforming legislation.

BOILER INSPECTION.

There is no law in the statutes of the State of Washington providing for steam boiler inspection, and no law providing for the taking out of licenses by engineers of stationary engines. Cities of the first class however have ordinances so governing but in the statewide field there is no law governing such. The necessity of this has been set forth from time to time. There has been several steam boiler explosions of stationary engines both in plants and in the woods and for this reason the recommendation is again presented and enactment in accordance earnestly requested.

COLLECTING OF STATISTICS.

It must be borne in mind that no legislative provision has ever been made for the gathering of statistics for the information of the Bureau of Labor and for the purpose of having such at hand in complete form for compilation in biennial and other reports that are made from time to time.

The work as it is now done is through the agency of our men in the field and through the voluntary contributions from employers and their agents. The inspectors of the Bureau are men selected for their peculiar fitness for inspection work; they are men skilled in the industries in which they have to deal. They are men of mechanical skill and therefore practical in dealing

with machinery in these industries and skilled in suggesting devices and other necessary things in the interest of the safety of the men employed in such places. The work of gathering statistics is but a secondary function imposed upon them.

Their greater purpose in the field is the inspection of plants and they have not the time to devote in each place to secure the necessary data that should be forthcoming from industries in order that these figures when compiled would set out in accurate form that which they cannot now more than approximately reach.

Officials of mills and factories likewise have superior and more important duties to perform and which take their entire time to discharge and it is hardly to be expected that such men will devote time, and the trouble that accompanies such work, and for which they receive no compensation whatever.

To make them complete and thoroughly reliable some legislative provision should be made in the way of mandating such information under penalty, on blanks furnished for that purpose, and to provide ways and means for their proper handling and which is now done incidentally with the other work of the Bureau. The Bureau has neither funds for gathering these statistics nor authority to demand them and the only law whatever relating thereto is the following:

To Collect Statistics.

Operator or owner to make reports. It shall be the duty of every owner, proprietor, or manager of every factory, workshop, mill, mine, or other establishment where labor is employed, to make to the Bureau, upon blanks furnished by said Bureau, such reports and returns as the said Bureau may require, for the purpose of compiling such labor statistics as are authorized by this act, and the owner or business manager shall make such reports and returns within the time prescribed therefor by the Commissioner of Labor, and shall certify to the correctness of the same. In the reports of said Bureau no use shall be made of the names of individuals, firms, or corporations supplying the information called for by this section, such information being deemed confidential, and not for the purpose of disclosing personal affairs, and any officer, agent, or employe of said Bureau violating this provision shall be fined in the sum not to exceed five hundred dollars, or being imprisoned for not more than one year. (Sec. 3, p. 133, '01.)

OUR MORAL OBLIGATION.

In view of the general spirit of unrest among the laboring masses of the State of Washington, resulting in so many disturbances in the way of strikes in many places of industry, all of which indicate that the conditions surrounding our workmen are not conducive to that peace of mind which begets contentment, the full and generous operation of which is absolutely necessary in order that the highest social conditions may be at least nearly reached. Especially is this the case in a country where social democracy is supposed to rule.

For such existing conditions there is some solution, and in behalf of the peace and prosperity of the entire community composing our State and Nation the problem must be solved.

We cannot afford to postpone dealing with this question on the theory that all things will ultimately adjust themselves and that right and justice will prevail perchance. The natural current or trend of things is not headed in that direction. To establish this fact all that need be said is that about two per cent of the population of the United States own more than sixty per cent of its wealth.

Immediate and full attention to those existing ills will make readjustment of them easier than any possible plan of procrastination can possibly hope for in the handling of a situation so vital, and becoming more and more acute; and with the hope that it may help to speed the way toward the desired solution of them are these few pages dedicated.

It is the fact that a large per cent of the working people are underpaid. This is indicated by the conditions under which so many of them live, noticeably so in our larger cities where surroundings are most stinted and wherein families are raised. In this state we are not as badly situated as those in other sections of the nation, yet ours is far from an ideal condition.

The law of nature demands that the family, and that is the ideal social condition, must be maintained in a highly proper relation, in that they be supplied with a reasonable abundance of

those material things for proper physical development, the normal development of the mental; and be so financially situated that all educational needs may be provided for. Such attainments will bring about that degree of tranquility in thought and temperament and which forms a great part of the foundation for good citizenship. The accomplishing of such entails no oppressions of any kind, on any one, in bringing it about.

The cure for the very annoying conditions now prevalent consists in part of the regulation of daily labor, for man's powers like his general nature are limited and beyond these limits he cannot go. His strength is developed and increased by use and exercise, but only on conditions of due intermission and proper rest. How many and how long the intervals of rest should be must depend on the nature of the work, on circumstances of time and place, and on the health and strength of the workman. The severity of physical labor and the dangers kindred to it, and work where great mental energy must be expended demands that the highest possible conditions surround it both as to hours of labor and compensation therefor; for the reason that the expectancy in such employments is in the nature of things restricted to a short period of years in active operation of such pursuits. To conserve life and health society must enormously increase its efforts along present lines and must open up new routes of progress.

The preservation of life is a bounden duty of one and all and to be wanting therein is a crime. It follows therefore that each one has a right to procure what is required in order to live and the poor can procure it in no other way than through work and wages.

In the matter of The Living Wage it must be said that the defeat of such is responsible for most of the baneful things that affect society as related to the masses. To wish for the realization of social ideals otherwise, is nothing more than futile, and such hope would indeed be a forlorn one. The proper copartnership relation between capital and labor, whether such partnership is really and truly co-operative, or merely

existent in the payment of a wage scale that will afford ways and means for securing all of the frugal comforts, and a few of the luxuries to the laboring millions must exist, else all platitudes will not avail and other such propositions will fail in proof when applied as a solution therefor. We boast a good deal about our wonderful commercial prowess, but should we forget in our boastfulness the methods employed to accomplish this almost abnormal greatness, or are we in a sense so obsessed with ourselves because of this tremendous greatness in a commercial way that we lose sight of all things else. The producers of this wonderful combination of commodities are in reality the men who toil, the unskilled laborer as well as the skilled artisan, his name is legion, and in all truth and sincerity it must be admitted that they are the big factor as considered with the financial unit in such achievement.

The principle of individualism, however, must prevail, in order that our social and industrial life may be in conformity with the inequalities among men. There can be no common level.

A highly cultured student of social economy covers this point most logically where he says: "Men are unequal in every actual circumstance. They are unequal in body, in mind, in character. No two men are equal. All men are unlike. Those fundamental rights and duties which arise from human nature itself are indeed the same in all men, as, for instance, the right of personal ownership and the right of personal freedom, because in all men human nature is the same, these are inalienable rights. But as to the countless rights which arise from the actual facts of life, men are as unequal as they are unequal in the muscles of the body, or in the masterhood of their will, in the wit of their brain, in the worth of their soul. To enchain men with fetters of equality would be to degrade the wise, the good, the energetic, the noble amongst them, to the depths of the men who are nearest to the brute."

This provides but a partial solution for those existing ills.

If the laborer secures a good living wage which enables him to satisfactorily preserve "life, liberty and the pursuit of hap-

piness," he in turn has a duty to perform. The discharge of such a duty to the end that the social and industrial relations desired may be best attained is imperative. Now it is true that every man ought to get a living income, but it is equally true that every able bodied man ought to earn his wages. Wage workers should give a full and honest day's work for a good day's wage; strive at all times to be proficient and under all circumstances to be conscientious and painstaking in their work. In large industries where many men are employed such a spirit of cooperation on the part of the workman should be his rule of conduct. Such effort on their part, interest in the success of the industry or business they are engaged in will inevitably bring about the ideal relations between employer and employe, for it in great measure assures the success of such business or industry; means profit for its proprietors, and because of such business success begets a closer bond of friendship and unity between master and servant.

Another factor that would be conducive to the ending of this industrial strife, and which can never be ended by legislation alone and its enforcement, lies in the economical living of the wage earners of America and will also be a great aid towards providing for the "rainy day." Too many of our wage earners are prone towards extravagance, too many expensive habits are being cultivated and the opportunities for so attracting the average man and woman are ever widening and increasing. The enjoyment of all these things take much of the time that should be allotted in a more useful way. Such participation and acquirement means a considerable drain on one's wages, resources that should be applied in providing more sensible and substantial things, those things which are really productive of the comforts, and, consequently the real happiness of the individual. There is too much of a tendency toward imitation, that kind of imitation that is not conducive to the best in social conditions.

The State of Washington has done much through legislation during its years of statehood towards the amelioration of the

conditions of the working man. Sanitation and safety have to a large measure been secured to our workers, child labor has been practically eliminated, and minors and women in industry have been safeguarded by law as to wages prescribed for many of the industries in which they engage, and their hours of labor well regulated.

Inasmuch as America is the model for the nations of the earth, the conceptions of its people as to governmental and social justice the most exalted, the economic conditions surrounding them should also be of the highest kind in order that full and complete social democracy may be developed and maintained. Men of all political creeds are getting closer together on these big questions on the industrial life of the State and Nation. The United States has it in her power to remedy this social and industrial trouble. She has the key to the secret lock, let her turn it in the wards and bring forth her magic cure for the grievances and complaints from which the social organism is so severely suffering. Every state in the Union should be great separate units acting in full uniformity with the Federal government in this trend. It must be done.

The hope for the dawning of a still better day is, we believe, not a futile or even an extravagant wish. Men of all classes of society, the big man of affairs, especially, those intrusted with legislative and executive responsibility and authority should, and we believe they will, do well their part in bringing about such an era of justice in the social and industrial life of the State of Washington, and the Nation, that will be the groundwork for hope for the future for all time.

"The Proper Study of Mankind is Man."

VOCATIONAL EDUCATION

VOCATIONAL EDUCATION.

Under the above title and in the interests of the fullest conservation of our industrial relations, the Labor Bureau deems it advisable to devote a few pages of the Tenth Biennial Report to a very important item in our social and economic welfare; that of vocational training.

It is a matter of much satisfaction, in fact, it is one of congratulation that conditions along this line in the State of Washington are far in the lead of what they are in many of the commonwealths of the Republic, and we might say truthfully are abreast of the best if not the most advanced in this particular, as it leads most of them in the matter of real progress in behalf of the good and welfare of all the people.

First of all, our climatic conditions compare favorably with the best, unexcelled anywhere, and which enter so largely into the sum total of human happiness. We have less variance of temperature, more salubrity of climate than have so many other sections of the nation; not oppressed with torrid humid conditions in the summer season and in the winter season be the victims of corresponding opposites.

On the very face of things nature has done much to make Washington attractive; its wonderful verdure on the western slope, its variety of resources, the forests, the fisheries, the mines and the farms. All these alluring advantages have drawn to this state people from nearly all the rest in large numbers, many from foreign lands, and in a large measure over-populated the state in proportion to the development of its varied resources.

Such a condition, added to the fact that so many of our industries are seasonal in their nature, tends to unbalance supply and demand of labor from time to time and in that way add to the social and economic problems that surround the life of the people. This is productive at times of a large floating population, men being compelled to move from place to place looking for something to do, either at what they had been accustomed

to do or something else, anything to tide over the pressing emergency. If for no other reason than just the one cited is the necessity for "an all-round man" most urgent because in that way he is better fitted to be a useful filler in our industrial life.

Beginning with 1912, Washington, and the country at large for that matter, was hit hard by a very pressing and trying industrial situation and which continued with more or less severity up to a year or two ago, and with the result that hundreds of men were sent adrift because of the retrenchments in the various industries, compelled by what was complained of as poor business, no demand for products. Such condition of things emphasized very plainly the obvious necessity of more of the "all-round man" variety of men.

Differences of opinion there are as to the causes of these business depressions; but whether they are genuinely compulsory or merely the periodical terrors incidental to our political life is not the question for presentation here, and there is no necessity for reciting or recalling the effects such conditions had on the industrial and social life of the people, or at least the great portion of them who have to earn a living in their daily toil, skilled or unskilled as the case may be, to work for a livelihood.

The educational facilities, in some respects, of the State of Washington are very complete and everything shows with what a lavish hand the school system of the state has been provided for and this is best seen in the number and magnificence of its school buildings and the grand equipment that accompanies them. As to all this there is no question whatever; there is not even an opportunity for discussion of the subject. The question, then, that arises is the sufficiency of the knowledge imparted in these institutions to the end that the boys and girls of the state may leave them equipped with the knowledge and the power in the head, the hand and the eye, to be able to solve the problems of life, to be able to properly maintain themselves and in that way come in time to be useful members of society,

industrially and socially, and with the result that the standard of the citizenship of the everyday working man and woman will be raised in all its aspects, towards self and towards society.

In looking through some very reliable authorities in connection with investigations made into our industrial life conditions the consensus of opinion of these investigators seems to be that we are not shaping our ends towards the ideal state, towards ideal democracy. As this report is based on general averages, the analyses reached after much research, actual investigation, their deductions may be surely considered worthy of the very serious consideration of all interested.

To begin with, let us mention the farm, the greatest of all industries, the basic proposition upon which all others rest, for the sustenance of life is necessary to make possible the exploitation of all other things; for this the sole dependence is the land and what we raise upon it, the things we eat, all that we wear, and what we drink.

In 1890 there were 28 tenant-operated farms out of every 100. In 1910, twenty years later, there were 37 tenant-operated farms in every 100. This is a gain of 32 per cent in twenty years towards an universal farm tenantry and at such a rate as the above how long will it take to throw the entire realty of the nation into one small community of great land-holding corporations? Such conditions and their effects, and towards which there seems to be an ever-increasing trend, would indicate more and more the necessity of thorough and systematic general industrial training.

For the purpose of better presenting the matter before the chief executive of the State of Washington, the legislature thereof, and others whose duty it is to seriously consider this very important question, and who are in best position to provide ways and means as the remedy for it, we herewith present the report of the Commission on Industrial Relations of the federal government. That section of it which relates to industrial training and which follows in the exact language of the report, was written by Hon. J. B. Lennon and concurred in

most heartily by the other members of this commission, viz., James O'Connell, Austin B. Garretson, S. Thurston Ballard and Frank P. Walsh, the latter the chairman of the commission.

DEMAND FOR INDUSTRIAL EDUCATION.

The great importance of this subject appears to be fairly well appreciated by every class of our citizenship, trade unions, employers' organizations, educators, merchants, legislators and so forth. The universal interest in this subject warrants the conclusion that its proper solution is of paramount importance to the welfare of the nation, in order to establish that kind of education that will enable boys and girls of the United States to enter upon their industrial life properly equipped to make their lives a success.

Our attention has been forcibly called to the fact that the great mass of the wage workers are without any accumulated means. Their children are therefore compelled to enter gainful pursuits at an early age. Therefore the great need that our system of education should be so constructed as to equip these boys and girls with vocational and industrial knowledge that would make them from the beginning useful workers, enabling them to earn and demand a living wage, and treatment that will not be injurious to their future welfare, as well as opportunity to advance from time to time in their chosen occupation.

Among the tramps and hoboes, also in the ranks of those who are employed only when labor is scarce, we have found thousands of graduates of grammar and high schools, some even having the advantage of a university education, indicating that however cultural their education may have been, it was not always of practical value in the mill, the shop, or on the farm.

Private trade schools cannot remedy this, for they are generally operated in the interests of employers and do not give the most important element of education, namely, the interest of the workers themselves, the consideration it deserves. The private school cannot cover the problem for it is a public, not a private function, and the state and nation must be held responsible for its early and successful solution.

The needs of modern industry do not seem to be met by any existing scheme of training for general usefulness in the crafts or for the development of all-round mechanics. Therefore the pressing need for a general educational policy that will make possible a continuous development of both adults and minors in industry who are over 14 years of age. Boys and girls who go into the shop at 14 or later develop into specialists but not mechanics. If for any reason they lose their jobs they are no more fit for another place than they were when they first began. The work, therefore, that must be done for those already in industry is to train them to fit into work wherever help is required in the shop. Our public schools must be prepared and required not only to give some vocational training to pupils over 14 years

of age who remain in the schools, but to provide for compulsory continuation daytime schools on the time and at the expense of employers, and voluntary night schools for both academic and vocational training for boys and girls who are at work and for adults who desire further knowledge which will be of use in their vocation.

We hold that all experience shows conclusively that public instruction privately controlled, or any plan that fails to comprehend the entire number of pupils in the United States, is dangerous and unworthy of support.

We hold that the education of vocational education should be open to all minors or adults in the public schools if they remain after 14 years of age, and in night schools, and continuation schools after they enter industry, and these advantages we believe should be provided entirely at public expense.

There seems to be but slight advantage, if any, to be obtained by undertaking vocational training of pupils before they reach the age of 14. Their entire time prior to that age is required to lay a foundation for what may be termed their general education. This being true beyond any question, the state must provide for education after entrance into industrial life as well as before. Fairness to all classes demands the opportunity for vocational teaching after the boy or girl of 14 or over has entered industry.

The children of well-to-do parents are continued in school through the several years of high school work, entirely at public expense, in order to fit them for professional and business life. Is it unreasonable that the public should equally provide schooling for those who, because of economic pressure, must enter industry at from 14 to 16 years of age. This the working class demands for their children and it must be provided if our public school system is to continue to hold high place in the respect and esteem of all classes of our citizens. In a republic, such as the United States, the school system should be adapted to the needs of all classes, rich and poor; those who are to enter the professions and those who are to go into the shop, the factory, the mill, or to work upon the land.

We believe it to be assured that if all our schools will extend practical vocational teaching to cover instruction after 14 years of age, a very large number of pupils will remain at school until the age of 16 or even later, if the school is providing for their future usefulness and success as well as or better than can be done in a factory. This is the most stirring element in the consideration of the subject of industrial training. Keep the children at school as long as possible, extending their vocational knowledge, widening their academic training; teach them not only their rights but their duties as citizens of our republic, stirring their ambition for a life worth living, and making of them dear men and women rather than cheap. It cannot be denied that our public schools, as now generally conducted, do not accomplish

as much work that is substantially effective in fitting their pupils for productive labor with their hands as should be the case.

We find that as a rule the first eight years of the school life of a boy or girl must of necessity be very largely, if not entirely, devoted to work of a cultural character, for the reason that up to the age of 14, when the first eight years of school life are completed, neither boys nor girls have developed any clearly defined likes or dislikes as to what their life work shall be, nor can either parents or teachers be considered safe guides as to the careers of children of that age. Justice, as well as the best interest of the pupil, demands that the desires and wishes of the child shall have primary consideration in the determining of his life work, and to assign this work arbitrarily, either by the school board, the teacher, or even the parents, is not much less than criminal. The schools should provide the greatest possible variety of occupations, making the choice as varied as possible, and this vocational training should be in the same building as that where the child spends his first eight years—in school—in order that by observation of the vocational work and by contact with the pupils and vocational teaching he shall have every possible opportunity to determine what he wants to study for a vocation.

Industrial education in the United States is on trial. It will and should be judged by practical men and women, and that course should be pursued which promises the best possible results.

CONTROL OF VOCATIONAL SCHOOLS.

It is believed that all vocational schools should be a part of the public school system; that they should be entirely free, supported by the national, state, county or city government; that all equipment and textbooks should be furnished to the pupils free, and that a plan of management of such schools should be developed which would give to the workers and employers in each community, in the state, and in the nation, a potent voice in their entire control, in conjunction with the regular boards of school officials.

As to the vocational school work, the committee in control should consist of an equal number of members representing organized labor, unorganized labor, and the regularly constituted school authorities, a majority of whom would be required to finally determine practices and methods. Every vocational teacher should be a practical man or woman from the trades or occupations to be taught; and the product, if any, of such schools should not be sold on the market in competition with regular industry. Ample opportunity exists for the use of any possible product of the vocational schools by the city, county or state.

GENERAL RECOMMENDATIONS.

The establishment of vocational schools for all children in school over 14 years of age is advocated, as well as compulsory continuation and night vocational schools, with such academic work as may be advisable for all persons over 14 years of age in industry and agriculture.

Education vitally interests all our people and neither money nor time should be spared to make the education of the United States the most thorough, the most potent for human uplift and progress, of any system of education in the world. To lead in this great work is our proper position, not to follow. Thoroughness should be the aim of our nation and our states. Poorly trained workers in industry are now entirely too plentiful. This should be overcome by excellent vocational training. We believe there are too many cheap workmen. This nation should work for men, women and children who will not consent to cheapness, either in wages, conditions of labor or character.

The public schools, whether academic or vocational, should be entirely neutral as to unions and their control, and the same should be true as to the exercise of any control for class interests by employers' or employees' organizations. And surely there is no room in our schools to warrant the teaching of any degree of hostility toward trade unions or employers' organizations.

The general recommendations of the special commission on National Aid to Vocational Education have our most hearty approval and we approve of the passage of a law by the Congress of the United States with that end in view. The needs of the states for such assistance is clearly set forth.

It is recommended that Congress authorize by law the creation of a federal board to administer funds apportioned by Congress to the several states for vocational education, the board to consist of three members, one educator, one representative of organized labor, and one representative of organizations of employers, to be appointed by the president with the consent of the Senate, to serve for a term of six years, the first appointments to be for two, four and six years, with salaries of \$8,000 each per annum; the federal board so constituted to establish rules and standards for the expenditure of government funds awarded to the several states.

The federal board shall require of each state asking for government funds the adoption of the following standards before any awards can be made or funds be appropriated by the board:

1. Compulsory daytime continuation schools for all children in industry between the ages of 14 and 18 years, for not less than five hours per week at the expense of their employers.
2. Night schools for all persons over 18 years of age who are desirous of further educational opportunities either cultural or vocational.
3. Standards of efficiency for teachers.
4. Joint state control in the administration of vocational education by public school authorities, organized labor, and organized employers, with equal representation.
5. The federal board to establish some model schools for industrial training in agriculture and vocations, as examples to the several states.

This problem of vocational education not only is important materially but is intimately a human problem, involving as it does the social welfare and progress of all the people.

The boys and girls of the farm, if assured by proper education of becoming generally successful farmers, will remain farmers, rather than undertake to compete in the industries with properly trained workers of the cities. This will help to solve the problems that are threatening injury to our great agricultural industries, and will eliminate a cause of industrial unrest.

In the farming districts the country school remains practically as it was fifty years ago. Pupils are not taught what is essential to develop them into excellent farmers and farmers' wives, but the cultural education of the days gone by is continued, to the considerable exclusion of teaching how to farm and how to manage a farmer's home. Surely the nation has here a mission of helpfulness to perform that as a great nation, it cannot longer afford to leave largely neglected.

Its prosperity as a nation depends upon the character and efficiency of its men and women much more than upon its geographical position or the quality of its soil, and to build character and effectiveness we must lay the foundations well by a proper education of our boys and girls.

We should not strive merely for educating them into correctly automatic working machines. The human side must be uppermost and receive attention of the most careful nature. It is not worth while to make square holes and then try to fill them with round men and women.

Education should take into account, at every stage, manhood and womanhood, and where and how the life is to be surrounded, and what can be done through education to make each life successful and therefore worth while. Dexterity is worth while, but character is more vital to real service in the world of industry and civilization. At present our schools in city and country do not make good, either in the development of skill, in the duties of service, or in a clear understanding of human rights and consequent human duties towards our fellows. Industrial education cannot possibly take the place of industrial experience. All that can be hoped for is that our schools will make their teaching a real preparatory process for entering upon industrial life, with proper conception of life work, instead of no conception at all.

CONTINUATION OR PART TIME SCHOOLS.

All minors entering industry after 14 years of age are entitled to further aid from organized society in order to enable them to complete their vocational and cultural education. This is possible only through the establishment of compulsory daytime continuation schools of at least five hours per week at the expense of employers, and night schools. The eagerness with which minors and adults take advantage of such schools is sufficient evidence to warrant legislation giving these opportunities to all minors and to such adults as may care to take advantage of them. These schools, in order to be of value, must be compulsory upon all minors in industry up to at least 18 years of

age. Schools in the United States should meet fully the needs of every class of pupils, those who expect to enter college and prepare for the professions as well as the much larger class that is to enter industrial life. The parents of the wage working class contend, with much reason, that their children are not given the same vocational consideration under our present school system as are the children of the well-to-do who expect to become lawyers, doctors and so forth.

The state has established schools to train for a useful industrial life, the mentally, morally and physically deficient, and this effort has the hearty approval of every good citizen. If this work is worth doing, then it must be of vastly greater importance to establish one general scheme of education so as to make useful men and women out of the normal boy and girl, and neither expense nor investigation should be spared to accomplish this most desirable object.

TEACHERS.

It seems self evident that no one can successfully teach others that of which he has no knowledge himself. We recommend, therefore, in the selection of teachers to impart trade education, that only practical workmen shall be used. They should be selected with care as to character, and, as far as possible, craftsmen should be selected as trade teachers who have a considerable degree of cultural education. The opportunity should be continually extended for the proper education of teachers capable of teaching vocations, and in so far as it may be advantageous, academic education also. The need of well developed brain power is not waning in the least. What is demanded is the educated hand to apply in industry the ideas and knowledge of the brain. Our children need to know more as to their economic value, and more of their social duties and responsibilities. The school house is the place where much of this should be taught, in order that the duties of honorable citizenship shall be appreciated. Real social service is the highest attainment that the individual can aspire to reach. All education is of value in life and the state should be properly held responsible for the education of her children, in order that the best possible use shall be made by the greatest possible number of the opportunities of life as they present themselves from year to year.

CONCLUSIONS.

The existing system of public education is inadequate. The present specialization of shop conditions is not favorable to a complete mastery of any trade or calling in the shop, store or industry. This being admittedly true, it devolves on our public school system to meet adequately the emergency in conjunction and cooperation with industry. The temperamental differences in children must have consideration in determining their life work and preparation therefor. The boy or girl must not become merely cogs in the great wheel of industry. Therefore the urgent need of vocational education in con-

junction with practice in the shop or factory that makes each individual in a few years capable to fit into any place in the industry where help may be required. We now have too many handy men and specialists, who have no place into which they can fit when for any reason their particular work is no longer required.

Vocational education on account of the wonderful changes in industrial production, must take the place of apprenticeship.

To solve this problem right is to find a solution for most of the unnecessary social unrest of our day and generation. There can be no question that industrial education is coming rapidly. Prejudiced opposition will be futile. The necessity is great and it can and must be met. The national government should properly perform its full share of the responsibilities of meeting this demand for the best and fullest education of our children.

**REPORT OF STATE HIGHWAYS
THEIR INSPECTION**

AND

**Memoranda of Eight Hour Law
Violations**

Lewis River Bridge. Pacific Highway, Near Woodland, Cowlitz County.
The above Structure Was Begun Under Contract and Finished by State Highway Commission.

INTRODUCTORY.

The question of good roads that for so long had been a secondary consideration by all concerned, the legislative and administrative branches of the government, and even by the people themselves, has at last come to be a very vital one and is receiving the attention of everybody. This is true the entire length and breadth of the land. In Washington the necessity for good roads is absolute, largely because of our long rainy season, hilly conditions numerous on many of these highways, especially in the western section of the state. The federal government is now manifesting a very strong interest in the question of good roads and for two reasons; first, for the comfort and convenience of the people, and secondly, and perhaps the greater reason, because of the facilities such an auxiliary of good roads would be in times of great emergencies for government use.

The automobile has played the biggest part of all in fostering the movement for good roads, and though it already has become a big factor in the transportation problem, it has not in reality more than got fairly started. As a medium in pleasure seeking and touring it has already assumed a very important place, for it is said that at least one person in every thirty owns a vehicle of this kind; some figure better and say one in every twenty-five of the population owns a car. The old-time community isolation, limited provincialism has been done away with. The old-time horse-drawn vehicle has been relegated with its limited radius of travel. In that way, 15 or 20 miles was considered a long drive and 30 or 40 miles was an entire day's achievement. Now a daylight ride of 100 or 200 miles is not considered much of a feat and thousands upon thousands of our people are so engaged during the summer season for pleasure purposes, and if the mileage total could be computed it would aggregate many millions annually and thus does "distance lends enchantment to the view."

A noted citizen of the country is credited with the statement made recently in the city of Seattle that "the automobile would before long be within financial reach of every laboring man in America who had ambition to own one and which he will be able to buy without financial sacrifice and maintain without sacrifice."

The scenic beauty of Washington, especially the western section, from the Cascades to the sea, is world-famed. It is the

Asphalt Macadam, Whitman County.

state of a thousand wonders, every one of them beauty spots unrivaled anywhere, all made accessible through the agency of good roads. An illustration of the impetus the good roads movement has attained this year is that of Snohomish county, where \$2,000,000 was recently appropriated for the building of 140 miles of hard surfaced roads, and of which sum about \$550,000 is being expended this year, and that the entire proposed mileage will be completed within the next two or three years. This Bureau is connected with the good roads idea chiefly because as it relates to labor and the conditions surrounding the men

who are so engaged, wages, camp life, and all conditions surrounding them.

The state has performed some excellent work on highways where it has been done by day labor and the conditions surrounding the men in all cases are better than those who are in the service of contractors. A state system of road building and maintenance would mean a more stabilized condition of a pretty large per cent of the industrial workers of the state who would in that way be assured of more permanency in way of occupation, become skilled workmen, for road building as it is now and as it will be, must be classed as a skilled industry. On the pages that follow herewith a report of the Inspector making this survey notes as to conditions under which men work, wages, hospital service, sanitary conditions of camps where better accommodations are impossible, at least impracticable, fines for violations of the eight hour law, are enumerated.

The biggest and most consistent boosters for the good roads movement, the permanent hard-surfaced kind, is the automobile owner; and because of the great number of them they have wielded a powerful influence in behalf of the wholesale construction of such highways during the past five or ten years. The constant increase in the number of automobiles and motorcycles from year to year would indicate that it will take not a great many years when every family at all productive in the making of a livelihood will be possessor of a car. A very regrettable feature in this tendency is the fact that there are no such manufactures in the state and all the parts or very nearly all of them have to be brought into the state. The machine is in the sense an import and the money paid for it and the greater part of its upkeep an export. In connection with this brief digression from the topic in hand the following figures, which are officially correct to the date of September 18, 1916, may be found interesting. This table shown gives the number of machines of all kinds in use in the state, and for all purposes and which include the motorcycle.

Private owned cars.....	44,200
Cars for hire.....	3,624
Auto stages	620
Private trucks	4,774
Trucks for hire	1,077
Exempt autos such as police, fire, and other depart- ment cars	173
Dealers' demonstration cars	1,662
Motorcycles	5,880
<hr/>	
Total	62,010

INSPECTOR'S REPORT.

OLYMPIA, WASH., July 31, 1916.

Hon. C. H. Younger, State Labor Commissioner, Olympia, Wash.

In compliance with your request for a report on the survey made by me, I herewith submit the following brief summary of the work done during the years 1915 and 1916 in the matter of special survey of construction on public highways as related to the eight hour law, conditions of camps, and other matters relating thereto, convictions for such violations and some suggestions for the guidance of the Bureau.

I am pleased to report that a very decided improvement in the camps visited this year as compared with last year obtains generally. Industrially, the conditions this year are vastly better than those of the year next preceding and better than for several years. It was the fact last year that employment was scarce, very hard to secure, and wages were correspondingly low. Then it was a case of the man seeking the job and the prevailing wages for common or unskilled labor was \$1.60 per day, and \$2.50 per day was the maximum that could be secured, and the latter figure was quite the exception. This year conditions have been pretty much the reverse, employers were seeking men to work; employment agencies, both federal, municipal and the private agencies still operating, had difficulty in filling orders for men wanted and were invariably behind such orders. The wage scale, too, took a sympathetic turn, and instead of \$1.60 per day, the going wage this year varied from \$2.00 to \$3.00 per day for unskilled labor and \$2.40 to \$2.50 being close to the general average. It was a case of the job seeking the man to fill it.

In 1915 men were on the march seeking something to do and it was not a question of wages either. In 1916 they were also on the move, but the motive for this was for the purpose of securing more congenial occupation and where a higher wage scale prevailed. The high cost of living did not affect the working man very seriously this year, for a survey of this feature of my work, as compared with last year, reveals that the advance in the price of board was not very great and though generally a little higher such advance was slight as compared with the

increase in the daily wages paid the men. The prevailing price for board was \$6.00 per week and in some instances the price was \$6.30, the high mark. In connection with this item of board, it was noted that in nearly every camp visited the quality of the food furnished the men was good and the supply bountiful. In a few instances complaint as to the quality, quantity and variety of the bill of fare was made. Poor cooking accounted for a great deal of this dissatisfaction. The conditions generally were such that the workmen spoke appreciatively as to how they were provided for and that their employers supplied an abundance of food.

It was noted also that probably one-half, possibly more, of the laborers employed were aliens, principally Italians, Scandinavians, Serbians, Syrians, and some of other nationalities. In nearly every camp where a violation of the eight hour law occurred alien labor predominated largely in such instances. The analysis of this is that those alien laborers come from sections of the globe where the conditions surrounding the man who toils are far inferior to what they are here. They are also untutored in American usages and can therefore be imposed upon more readily than can the native son or those who, though of foreign birth, mix with mankind generally; but even these uninitiated ones eventually become posted as to their rights. There have been instances where employers have taken undue advantage of this class of laborers and exploited the opportunity as much as possible. In some of the camps, in different sections of the state, men were worked to the very limit of endurance but we are pleased to know and to be able to say that such places were quite exceptional. As a general proposition all that was asked was a fair day's work and quite as generally the relations between employers and employees were cordial.

There seems to be a widespread dissatisfaction, however, by the men who contribute to it, with the hospital system and the fee of \$1.00 per month for the privilege. The reason for this as stated by the men is, that the services rendered were not in accord with the aggregate fees paid and in many cases quite a negative quantity and in many instances a man who worked only five or six days would have to pay at the rate of 20 cents per day for such service, in case it was needed, meaning an insurance fee of \$1.00, for medical services, per week.

In many places where camp conditions as to sanitation, etc., were bad, the employers or management seemed willing to remedy these defects and at all times seemed to be in harmony with such changes and improvements as the Bureau representatives deemed expedient to suggest. We have had proof of such co-operation with these demands. The eight hour law was much more closely observed this year than in 1915 and this conformity is a matter of congratulation to all concerned. The employment agency act and its enforcement are resulting in great benefits to laboring men. The federal and municipal employment agencies are fast supplanting the private concern and the "shark" who for so

long exploited the laboring man. There are still several private agencies in Seattle and Spokane that are steering dangerously close to violating the law by resorting to various subterfuges to do so and in the meantime continue to job the jobless. On complaint from several men employed on railroad work such as snowshedding and tunneling for the Great Northern Railway Company, near Scenic, that they were required to submit to discount of their pay checks, and acting on your order to go there I made an investigation of this and have to report that several hundred men were employed on this work and who were paid by checks which would not be accepted by the railway company in payment of passenger fares because of the large amounts they called for and insufficient funds in the hands of agents to handle them. It was also quite thoroughly established that there was a system of "shaving" whereby every man as he was paid the cash had to submit to a discount of from 2 per cent to 5 per cent from the face value of his check. Took this matter up with the contractors, Grant Smith & Co. and Henry McFee; the latter at once agreed to pay each man enough cash to pay his fare to the nearest place where there was a bank and where he could cash his check at its full face value. Grant Smith & Co. agreed to pay their men in two checks, one a small one readily cashed, the other to be cashed in a bank in the town or city he desired to go to, in Seattle or Spokane as the case might be. The men fully appreciate the law affording them this protection and remedy.

In conclusion, Mr. Younger, I am pleased to report back to you a decided decrease of labor law violations and better industrial conditions generally throughout the state.

Respectively submitted,

GEO. T. BURFOOT.

REPORT OF INSPECTION OF PUBLIC HIGHWAY WORK.

On the following few pages will be found a summary of the work of survey of the various camps and other headquarters where men employed in the highway work of the state are domiciled. The survey has been, in general, of a close range study as to the general conditions surrounding these camps; wages paid, sanitation, housing and hospital facilities. These summaries as given cover conditions at the actual time of observation and through the agency of information vouchsafed by the workers themselves.

ADAMS COUNTY.

July 1st, 1916. Cascade Con. Co., Seattle. Grading and paving in Ritzville. Men employed 50, teams 5. Duration of work 3 months. Common labor \$2.40 and more experienced labor up to \$3.00 per day, supply plentiful. Men said worked 8 hours and had no complaint to make.

July 5th, 1916. Carlson, Chindahl & Co., Spokane. Grading between Ritzville and Lind. Work last 3 months, 30 men and 13 teams, supply plentiful. Common labor \$2.40 to \$2.75 per day. Hospital fees of \$1.00 and minimum of 10 cents per day for ten days. Hospital at Spokane. Men all satisfied.

July 5th, 1916. Spokane Asphalt and Paving Co., Spokane. Permanent highway No. 2-A, Ralston to Lind, macadamizing. Duration of work 5 months. Employ 12 men and 2 teams, supply plentiful. Common labor \$2.40 to \$3.00 per day. Hospital none and men all satisfied.

July 5th, 1916. Chas. Huber, Seattle. Bridge and culvert building. Duration of work 8 months, 6 men and 1 team, supply plentiful. Common labor \$2.50 to \$2.75. Hospital fees \$1.00, and 10 cents per day for ten days. Skilled labor \$4.00 per diem. All 8 hours per day and men have no complaint.

July 6th, 1916. Carlson, Chindahl & Co., Spokane. Central highway work between Sprague and Ritzville, grubbing

and grading. Duration of the work 5 months. Men employed 74, teams 6 and supply plentiful. Common labor \$2.40 to \$2.80. Board per week \$6.00 and very good. Hospital fees \$1.00 with 10 cents per day for ten days minimum.

BENTON COUNTY.

July 19th, 1916. H. L. Wilson & Co., Walla Walla. Work on Inland Empire highway. Duration of the work 6 months, 18 men and 20 teams employed and labor supply scarce. Common labor \$2.40 per day and board \$5.25 per week, quality good and housing poor. No fees. Men sleeping on ground, soil dry and sandy. Men seemed satisfied and man in charge advised and promised to make better sleeping provisions.

CHELAN COUNTY.

June 27th, 1916. Quigg Cons. Co., Wenatchee, Wash. Steel bridge with concrete piers, permanent highway No. 8, north of Wenatchee. Duration of work 6 months and labor scarce. Employs 10 men and 5 teams and supply of men scarce. Common labor \$3.00 to \$4.50 per day. No hospital fees as men live in Wenatchee. All hands well pleased with their treatment and strictly an 8 hour job.

June 29th, 1916. S. G. Kinder of Bridgeport. Surfacing and grading Sunset highway between Orondo and Wenatchee. Duration of work 3 months, 12 men and 2 teams employed and supply plentiful. Common labor \$2.75, crusher men \$5.00. Men all seem contented and supplied locally from Wenatchee. No medical provisions and no fees. Board \$5.25 per week and very fair and other conditions good.

GRANT COUNTY.

June 30th, 1916. Chas. Huber, Seattle, Wash. Building concrete bridge two miles west of Ephrata. Duration of work 2 months. Men employed 5, teams 1. Common labor \$2.50 per day and skilled \$3.75 per day. No board or camp. Hospital fees \$1.00 per month and 10 cents for ten days. Hospital at Spokane. Men live in Ephrata.

GRAYS HARBOR COUNTY.

June 8th, 1916. M. D. Hogan, Hoquiam. Clearing, grubbing and grading in city of Hoquiam. Duration of work 5 months, and 14 men and 3 teams employed with a plentiful supply. Common labor \$2.75 to \$3.00 per day. Working straight 8-hour days and men contented with their treatment generally.

State Camp, National Park Highway

June 9th, 1916. Aug. Wallin, Aberdeen. Clearing, grading and grubbing the C. D. Hanson road at Humptulips. Duration of work 5 months, 30 men, 6 teams, plentiful. Common labor \$2.75 to \$3.00, board \$5.25 per week and good housing and sanitation fair. No hospital dues. Strictly 8-hour job. Highest wages and lowest charge for board so far inspected.

June 8th, 1916. Nels Johnson, Hoquiam. Grading, etc., highway No. 12. Duration of work 4 months, 24 men and 2 teams employed, supply plentiful. Common labor \$2.75 to \$3.00 per day, board \$6.00 and good, housing and sanitation good. Hospital dues \$1.00, no charge for less than 7 days.

Hospital at Hoquiam. This is a very fine camp, best of conditions prevailing all through.

KING COUNTY.

May 17th, 1916. Sloane Bros., Seattle. Work on McClellan Pass highway, grading, etc. Duration of work 6 months, 50 men and 10 teams employed with labor supply fair. Labor, common \$2.50 and graded up to \$3.00 for more experienced men. Board fair at \$6.00. Hospital dues \$1.00 per month scaled down to 5 cents per day, doctor near the works and serious cases arranged for at Tacoma. Two accidents since work began in April. Complaints made of this place but they seemed to not be well founded and general dissatisfaction among the men as regards their treatment by this firm.

June 13th, 1916. Cascade Construction Co., Seattle. Contract grading, etc., on permanent highway 2-C, near Bothell. Duration of work 6 months, men employed 45, teams 2, and supply limited. Common labor \$2.50 to \$4.00 per day, experienced. Men live in their own homes and no fees. Strictly 8-hour job and all hands say they are well treated.

June 15th, 1916. Graff and Sheldon, Tacoma. Clearing, grading and graveling permanent highway No. 13 connecting with McClellan Pass highway. Duration of the work 5 months and 35 men and 9 teams employed, supply plentiful. Common labor \$2.50 to \$3.50 per day. Board \$6.00 and fair, housing and sanitation fair. No hospital fees. One minor accident occurred on this job to date. Quarters for men poor but agreed to provide better accommodations.

June 15th, 1916. Washington Paving Co., Seattle. Contract for grading and paving for city of Enumclaw, work to last 3 months. Men employed 40, teams 6, supply not abundant. Common labor \$2.50 to \$2.75 per day, skilled labor \$2.75 to \$3.50 per day. Hospital fees \$1.00 with a 10-cent minimum for 10 days, hospital at Seattle. This a clean-cut 8-hour day and all concerned seem to be very well satisfied with their treatment.

June 16th, 1916. J. M. Clapp, Seattle. Grading and graveling permanent highway 2-A, west of Enumclaw. Duration of work 3 months. Forty men and three teams employed and labor scarce. Common labor \$2.50 and \$2.75 and skilled up to \$4.50. Board \$6.00 and good with fair sanitary conditions. Hospital fees \$1.00 with 10 cents per day minimum, hospital service at Seattle. Men worked hard on this job and many of them used up from time to time.

June 20th, 1916. W. W. Wilcox, Seattle. Grading and graveling permanent highway No. 12. Duration of work 6 months, from 12 to 30 men employed and wages for common labor \$2.25 to \$2.50, skilled \$3.00. Board per week \$5.50 and good, housing and sanitation good. Hospital fees are \$1.00 per month and a 10-cent per day minimum first ten days. Hospital service, any in Seattle and patient's choice. Four minor accidents to date.

KITTITAS COUNTY.

May 8th, 1916. Gen. Con. Co., of Spokane. Constructing Sunset highway between Easton and Cle Elum. Common labor \$2.25 per day with board \$6.00 and very good. Hospital fees \$1.00 and a 10-cent a day minimum for ten days. Hospital arrangements with Cle Elum physician. No accidents to date. Men content. The above company was prosecuted for 8-hour violations on this job and fine imposed as set out elsewhere in this report.

KING COUNTY.

Inspection of camp on the G. N. Ry. Co. at Scenic made July 25th, 1916. Nature of the work, tunneling and snow-shedding. Carlson, Chindahl & Co., Spokane, contractors; 80 men employed, wage scale \$2.75 to \$3.50 per day of 10 hours. Board per week \$6.00 and quality good. Housing and sanitation good and place of work close by. Hospital fees \$1.00 per month with a minimum of 20 cents per day for five days. Doctor on the job and 4 minor accidents to date and camp in operation for some time, emergency hospital at camp. Sanitation excellent and hot and cold showers provided for the men. Du-

ration of work seven months, estimated. This concern has done much contract work for the state and their conduct as regards their camps and treatment of the men employed by them satisfactory throughout.

Inspected camp on G. N. Ry. Co. line between Scenic and Embro, July 26th, 1916. Kind of work, tunneling and snow-shedding. Grant Smith and Co., Spokane, contractors. Between 500 and 600 men employed, wage scale 25 cents to 30 cents per hour for common labor and from 30 cents to 60 cents per hour for skilled. Board per week \$6.00, good quality. Ten hours per day prevailing. Housing and sanitation good. Hospital dues \$1.00 per day and a 20 cents per day charge for 5 days. Physician on the job and first aid hospital with general hospital service at Monroe. From 25 to 30 minor accidents so far have occurred. Men paid by check subject to 2 per cent discount at Scenic where they would be cashed. Subsequent arrangements made whereby men could have their checks cashed at full face value.

Inspected camp between Tye and Embro on line of G. N. Ry. Co., July 26th, 1916. Nature of the work, tunneling and concrete, Henry McFee, contractor, Seattle. From 300 to 400 men employed, coming and going all the time. Common labor 25 cents per hour, more skilled of common labor as high as 35 cents, skilled labor 40 to 60 cents per hour and a 12-hour day prevailing. Board \$6.00 per week, good; housing fair but crowded and work close to camp. Hospital dues \$1.00 per month with 20-cent minimum for five days. First aid and doctor on the job and hospital service in Seattle. Men paid cash sufficient to take them to where they can get their checks cashed without discount and without going out of their way to do so.

LEWIS COUNTY.

June 2d, 1916. Chas. G. Huber, Seattle. Contract for arch bridge of concrete on Pacific highway near Cowlitz, small job of one month. Men employed 7, and 3 teams. Labor plentiful. Common labor \$2.50 and up to \$3.50 for skilled. No

camp. Hospital fees \$1.00 and a 10-cent minimum for first ten days, service any hospital in the association in Seattle. Men all well pleased and the 8-hour law strictly observed.

June 2d, 1916. T. H. Cochran, Portland, Ore. Grading and paving contract on Pacific highway 4 miles north of Toledo, a 2 months' job employing 11 men and 9 teams and supply plentiful. Wages \$2.25 for common labor and ploughmen \$2.50 and board. The provisions of the 8-hour-day law strictly adhered to.

June 2d, 1916. W. F. Miesner, Seattle. Contract with city of Winlock for grubbing, grading and graveling highway one mile south of city, a 3 months' job, and 12 men and 7 teams employed and plentiful supply of labor. Common labor \$2.00 and \$2.25 and skilled up to \$3.50. No camp or hospital fees. Wages depressed account of abundance of men to select crew from.

June 3d, 1916. Hendricks and Ward, Centralia. Grading and paving Pacific highway near Centralia, a contract with county. Duration of the work 2 months. Fifteen men and two teams; labor supply plentiful. Common labor \$2.25 to \$2.50, skilled \$3.00. Hospital dues \$1.00 and receipt given making such services good on any job during the 30 days shown on the receipt.

LINCOLN COUNTY.

July 1st, 1916. Chas. Huber, Seattle. Reinforced concrete bridge work in the city of Odessa, a two months' job employing 15 men and 3 teams and supply plentiful. Wages, common labor \$2.50 and skilled \$4.00 per day. Hospital fees \$1.00 per month with a 10-cent per day minimum for ten days. Hospital, Seattle, first aid Odessa.

July 8th, 1916. Spokane Asphalt Macadam and Paving Co. Shaping and graveling permanent highway No. 13, Davenport to Hartline. Twelve men employed and wages \$2.75 per day of 10 hours. Board \$6.30 and of fair quality. No hospital and 15 miles to first aid at Davenport. Arrested for 8-hour violations.

OKANOGAN COUNTY.

June 28th, 1916. O. G. Montany. Grading and surfacing permanent highway No. 9 near Pateros, a short job employing six men and six teams. No camp or hospital.

PACIFIC COUNTY.

June 6th, 1916. Burnett Construction Co., Seattle. Contract National Park highway between Nemah and Nasel River, a one year job employing 80 men and 3 teams. Common labor \$2.40 to \$2.50 per day, board \$6.30 per week and good quality. Housing and sanitation fair. Hospital fees of \$1.00 and 10 cent dues per day for 10 days. Station work employ 16 men at rate of 16 cents for loose dirt, loose rock 30 cents and grubbing \$100.00 per acre. No complaints of any feature of the work or conditions from the men. Convicted for violating 8-hour law.

June 6th, 1916. Burnett Con. Co., Seattle. Permanent highway No. 19 near Nasel, employing 23 men and for nearly 6 months. Common labor \$2.50 to \$3.00 and more skilled up to \$4.00 per day. Board \$6.00 and good general conditions. Hospital fee \$1.00 and 10 cents per day for ten days. Some station work, employing 15 men and rate for loose dirt 20 cents, solid rock 80 cents, loose rock 35 cents and grubbing \$100.00 per acre. Violations of the 8-hour law and as above contractors promise to obey the law.

PEND OREILLE COUNTY.

July 12th, 1916. J. W. Rausch, Newport. Clearing and grading county road west of Newport on a three months' job employing 9 men and 3 teams. Rate of wages \$2.50 for common and more skilled, \$2.75 per day. No camp or hospital and 15 miles to first aid. Men working 8 hours per day and all well satisfied with their conditions.

July 13th, 1916. H. M. Mabbott of Usk. Grading and graveling permanent highway 2-B near Usk, employing 4 men and 1 team, labor scarce, wages \$2.00 per day. No hospital

fees and first aid at Usk. A four months' job. Mostly Indians and boys employed on this job.

PIERCE COUNTY.

May 23d, 1916. Kindel and Eppler of Eatonville on work of clearing and grading approaches to new bridge over Mashall River two miles west of Eatonville. Work began June 17, 1915, estimated finish June 1st, 1916. Employed 15 men and 4 teams, wages for common labor \$2.50 and skilled up to \$4.00 per day. Board \$5.50 and good with housing and sanitation fair. Hospital fees \$1.00 per month and no charge for less than 15 days, Eatonville hospital service. One or two minor accidents to date. The law is being lived up to and when necessary two shifts are employed.

May 23d, 1916. Andrew Jorgenson. Grading and graveling Mashall River road near Eatonville, a two months' job employing 25 men and 8 teams, with good labor scare at \$2.50 for common and \$2.75 for the more skilled class. Board \$5.50 per week, housing and sanitation first class with hospital fees of \$1.00 per month and 20 cents charge for first five days. Seattle hospital service and first aid and doctor at Eatonville. This is a state highway commission job, day work.

May 23d, 1916. H. C. Malott, building a concrete bridge across Mashall River two miles west of Eatonville. Work began February 17, 1916, end about June 1, 1916. Employs 7 men and 4 teams, with common labor at \$2.25 to \$2.50 per day and skilled up to \$4.50. Board \$5.50 per week and good with fair housing and sanitary conditions. No hospital fees.

SKAGIT COUNTY.

May 26th, 1916. Skagit Con. Co., W. S. Stevens and T. D. MacNeil, Mt. Vernon. Grading and paving highway 4½ miles west of Mt. Vernon, employ 35 men, 15 teams. Rate of wages 30 to 45 cents per hour, minimum \$2.40 and maximum \$4.00 per day. No camp or hospital and help all local men. A very satisfactory condition prevails here.

May 26th, 1916. Ferch, Gass and Co., Seattle. Grubbing, grading and paving state and county highway No. 2-A near Cokedale Junction. Work began July, 1915, and completed June, 1916; 14 to 45 men and 9 teams employed. Common labor \$2.55 to \$4.00 per day, board \$6.00 per week and first class, with housing and sanitation fair. Hospital fee of \$1.00 per month and 20 cents per day for first 5 days. First aid kit in camp and hospital service in Seattle.

SPOKANE COUNTY.

July 14th, 1916. Spokane Asphalt and Macadam Paving Co., Spokane. Grading and paving highway No. 9-A between Spring Valley and North Pine, a three months' job employing 8 men and 1 team. Labor at 30 cents per hour for ten-hour day and board \$6.30 per week. No hospital. Housing fair but sanitation poor and with promise of correction at once. Three miles to first aid. Sublet the grading and paving, furnished crushed rock for job. Pay 30 cents per hour, 10 hours.

July 4th, 1916. L. F. Long of Rosalia. A sub-contract of grading permanent highway between Spring Valley and North Pine. A three months' job ending Aug. 15, 1916, and employing 15 men and 1 team. Wages \$2.50 per day and board \$6.00 per week, housing poor and sanitation good. No hospital arrangements and 3 miles to first aid at Rosalia. Convicted of violating 8-hour law.

THURSTON COUNTY.

June 10th, 1916. W. A. Weller, Olympia. Clearing, grading and graveling permanent highway No. 3 near Little Rock and employing 10 men and 2 teams, began May, 1916, and ended July 31st, 1916. Labor from \$2.50 to \$3.25 per day. Board \$6.30 per week and fair with good housing and sanitation. No hospital arrangements and 4 miles to doctor. Strictly adhering to the 8-hour law.

WHATCOM COUNTY.

May 27th, 1916. K. Sauset, Bellingham. Grading and paving permanent highway 2-B, county and state job. Men

employed 45, and teams 2. Wages for common labor 30 cents per hour, with scale up to \$4.00 per day for skilled workmen. Board \$6.00 per week and good. No camp and no hospital. This is a good 8-hour-day job strictly within the law.

WHITMAN COUNTY.

July 15th, 1916. L. F. Long, Rosalia. Contract for graveling subcontract on Inland Empire highway between Cashup and Thornton. Work began Nov. 15, 1915, and completed Aug. 1, 1916. Men employed 18 and teams 3. Wages for common labor \$2.40 per day of eight hours with board \$5.25 per week. No hospital fees. Complaints of 8-hour law violations and these violations were discontinued. Convicted of 8-hour law violation.

July 17th, 1916. J. W. Poe of Pullman. A sub-contract on Inland Empire highway of grading. This work began July 1st and ended July 31st, 1916. Common labor \$2.50 per day and board at \$5.25 per week and with housing and sanitation all good. No hospital arrangements. Men working over 8 hours of their own choice. Seven miles to first aid station. Tried to secure a conviction here but men refused to testify.

July 19th, 1916. Carlson, Chindahl and Company of Spokane. A contract of grading and graveling highway No. 9-AB between Colfax and Pullman, employing 12 men and 2 teams, with common labor at \$3.00 per 10-hour day hauling gravel, other labor 8 hours at \$2.40. Board at \$6.00 per week and housing and sanitary conditions good. No hospital arrangements and 4 miles to first aid at Colfax. Duration of work July to November, 1916. This company in all their work for the state observing the 8-hour law and camp conditions generally good. Men all satisfied.

WHITMAN COUNTY.

July 17th, 1916. Washington Paving Co., Seattle. A contract for rock crushing on permanent highway No. 9-AB between Colfax and Pullman, employing 24 men with common la-

bor 30 cents per hour and a 10-hour day. Board \$6.00 per week and housing and sanitation good. Hospital fee \$1.00 per month and 10 cents per day for the first 10 days. One minor accident and hospital 4 miles distant.

July 17th, 1916. H. C. Malotte of Seattle. Sub-contract for building bridge on Inland Empire highway between Pullman and Colfax. Work began June 17, 1916, lasting two months, with 7 men and 1 team employed. Common labor \$3.00 per day and carpenters at \$4.00. Board per week at \$5.25 and good, housing and sanitation equally good. No hospital arrangements and 7 miles to first aid.

July 18th, 1916. G. L. Stickler. Contract with county for grading permanent highway No. 10 at Pullman. A five months' job that began June, 1916, and employs 9 men. Common labor \$2.40 per day and board \$6.00 per week with no hospital arrangements and the men reside in Pullman.

YAKIMA COUNTY.

July 20th, 1916. Mitchell Brothers, and Payne and Cheatham of Outlook. Contract on drainage project with Yakima county. Work began October, 1915, and completed in September, 1916, estimated. Employs 30 men and from 1 to 4 teams. Common labor \$2.75 per day, some as high as \$3.00, and labor scarce. Board per week \$5.50 and of good quality, housing poor though sanitary conditions are good. No hospital arrangements and 4 miles to first aid at Sunnyside.

INSPECTION OF HIGHWAYS—BUILDING, GRADING, PAVING AND CONSTRUCTION.

(Table of Wages, etc.)

LOCATION	NUMBER EMPLOYED		WAGES PER DIEM			Board	Hos- pital	Dura- tion of Work
	Men	Teams	Com- mon	Skilled	Team			
Adams county	74	6	\$2 40	.....	\$4 00	\$6 00	\$1 00	5 mos.
Adams county	12	2	2 40	\$3 00	3 90	6 30	1 00	5 mos.
Adams county	30	13	2 40	2 75	3 00	6 00	1 00	3 mos.
Adams county	50	5	2 40	3 00	4 80	6 00	1 00	3 mos.
Benton county	18	20	2 40	3 00	5 00	5 25	No	6 mos.
Chelan county	12	2	2 75	5 00	5 50	5 25	No	3 mos.
Grays Harbor county.....	24	3	2 75	3 00	6 50	6 00	1 00	4 mos.
Grays Harbor county.....	30	6	2 75	3 00	6 50	5 25	No	5 mos.
Grays Harbor county.....	14	3	2 75	3 00	6 50	No	No	5 mos.
King county	45	2	2 50	4 00	6 00	No	No	6 mos.
King county	40	3	2 50	4 50	5 75	6 00	1 00	3 mos.
King county	38	9	2 50	3 50	5 75	6 00	No	5 mos.
King county	26	6	2 25	3 00	5 75	5 50	1 00	6 mos.
King county	40	6	2 50	3 50	5 50	No	1 00	3 mos.
King county	50	10	2 50	3 00	6 00	6 00	1 00	6 mos.
King county	30	No	2 75	3 50	No	6 00	1 00	7 mos.
King county	550	No	3 00	6 00	No	6 00	1 00	10 mos.
King county	350	No	3 00	3 50	No	6 00	1 00	8 mos.
Kittitas county	25	10	2 25	3 50	5 50	6 30	1 00	8 mos.
Lewis county	11	9	2 25	2 50	5 00	5 25	No	2 mos.
Lewis county	12	7	2 00	3 25	4 50	No	No	3 mos.
Lewis county	15	2	2 25	3 00	5 00	No	1 00	2 mos.
Lincoln county	12	No	2 75	No	No	6 30	No	N. S.
Okanogan county	6	6	2 50	4 00	5 00	No	No	1 mo.
Pacific county	30	3	2 45	3 50	6 00	6 30	1 00	12 mos.
Pacific county	23	10	2 50	3 75	6 00	6 00	1 00	6 mos.
Pend Oreille county.....	4	1	2 00	N. S.	4 50	N. S.	No	4 mos.
Pend Oreille county.....	9	3	2 50	2 75	5 50	No	No	2 mos.
Pierce county	25	8	2 50	2 75	5 30	5 50	1 00	2 mos.
Pierce county	16	4	2 50	3 50	5 50	5 50	1 00	12 mos.
Skagit county	35	15	2 40	4 00	6 00	No	No	2 mos.
Spokane county	8	1	2 40	3 00	5 50	6 30	No	4 mos.
Spokane county	15	1	2 50	N. S.	4 50	6 30	No	3 mos.
Thurston county	10	2	2 50	3 25	5 00	6 30	No	2 mos.
Yakima county	30	3	2 75	4 00	4 50	5 50	No	11 mos.
Whatecom county	45	2	2 40	3 25	6 30	N. S.	No	4 mos.
Whitman county	18	3	2 40	N. S.	4 80	5 25	No	8 mos.
Whitman county	9	No	2 40	N. S.	No	6 00	No	5 mos.
Whitman county	24	No	2 40	N. S.	6 00	No	1 00	2 mos.
Whitman county	12	2	3 00	N. S.	5 00	6 00	No	5 mos.
Whitman county	10	2	2 50	N. S.	4 50	5 25	No	1 mo.
Walla Walla county.....	110	15	2 50	2 75	4 50	No	No	4 mos.

INSPECTION OF HIGHWAYS—BRIDGE CONSTRUCTION WORK.

(Table of Wages, etc.)

LOCATION	NUMBER EMPLOYED		WAGES PER DIEM			Board	Hos- pital	Dura- tion of Work
	Men	Teams	Com- mon	Skilled	Team			
Adams county	6	1	\$2 50	\$4 00	\$5 00	No	\$1 00	2 mos.
Chelan county	10	5	3 00	4 50	5 00	No	1 00	5 mos.
Grant county	5	1	2 50	3 75	5 00	No	1 00	1 mo.
Lewis county	7	3	2 50	3 25	5 00	No	1 00	1 mo.
Lincoln county	15	3	2 50	4 00	5 00	No	1 00	2 mos.
Pierce county	7	2	2 50	4 00	5 50	\$5 50	No	3 mos.
Whitman county	7	1	3 00	4 00	4 50	5 75	No	2 mos.

PENALTIES FOR VIOLATIONS OF THE EIGHT HOUR LAW ON PUBLIC WORKS.

On the date of September 19th, 1916, the State Labor Commissioner received from E. E. Shields, attorney at law, Stevenson, the following telegram:

"Fourteen men have been working ten to twelve hours a day since the first of June on State Road No. 8, Skamania county."

The Commissioner left immediately for Stevenson, reaching there next day, and upon arrival met Mr. Shields, learning from him more about the violation. A contracting firm, Porter, Randall & Barker, on State Road No. 8, and on this job, had sublet three contracts to forty-eight Italians, a force of about sixteen men working on each subdivision. In one of these contracts it was stipulated that if these men were unable to make a minimum wage of \$2.50 per day, contract work, the general contractors would make up the difference between what they actually earned and the \$2.50; the right to discharge any man they might see fit was also reserved by Porter, Randall & Barker. Ten hours per day was the understanding with the men on all these subcontracts. They were informed that they would be protected against eight-hour law violations and that the Commissioners of Skamania county had declared an emergency on State Road No. 8, on or about June 1st, when the work commenced. These subcontractors had asked the county engineer from time to time, usually the first day of each month, for an estimate on the work done, but they claim they were unable to secure this information. Because of this they were unable to determine where they were at as to what they were able to earn daily in the work. An estimate was finally given them at about the time the work was nearing completion and then the men found out that their earnings would not exceed one dollar to one dollar and fifty cents per day with board. They operated their own boarding camps and the service cost them at the rate of 69 cents per day. Having signed these contracts, the employers attempted to enforce them, but the men would not stand for this and claimed that they could not be classed as contractors and insisted that they be paid as day laborers and at a rate of pay that would give them a daily

wage of \$3.25 for ten hours' work. The sub-contracts called for the following rates of payment for the work:

Grubbing, per acre.....	\$50 00
Loose rock, per cubic yard.....	30
Solid rock, per cubic yard.....	60

Various offers of settlement were made by the general contractors and which were turned down by these men, but after considerable parleying a truce was reached and the figure determined upon was a wage of \$2.95 for the ten-hour work day, with

Concrete Pavement, Permanent Highway No. 10, Snohomish County.

the added considerations of the main contractors paying the same wages to the cook, who was also one of this Italian group, and also paid a powder bill amounting to \$158.50. Throughout the controversy the Commissioner held unalterably to the eight-hour-day proposition involved.

ANOTHER SIMILAR CASE.

A group of thirteen Italians arrived in Olympia September 23rd, 1916, from a camp situated on a State Highway job between Nemah and Nasel, in Pacific county, known as Camp No. 7. This was a contract for a State Highway made with

the Burnett Construction Company of Seattle. The men were discharged from the job with just barely enough of money to bring them to Olympia; were given memoranda of the work they had performed, amount due them, etc. These memos were not signed or certified to by any signature, and therefore carried no financial obligation on the part of any person. The Commissioner took up their case, got in touch with the office of the contractors in Seattle and in that way secured protection of board and lodging for these men during the week they were thus marooned. After a week's negotiations, during which time the Highway Commission also was interested, the result was that the men were paid in full by the Commission, in amount \$987.75, and such sum deducted from the reserve fund held back by the Commission and due contractors on estimates on file for completed work. The contractors paid one-half the expense of the men for their maintenance in Olympia during those six days.

ONE MORE CASE.

September 28th, 1916, the Bureau of Labor was appealed to in behalf of thirty-six Italian laborers employed on work of State Highway construction between Nemah and Nasel. The contracting firm is Burnett Construction Company of Seattle. Payment of wages due the men was demanded by them and which in the aggregate amounted to \$4,000.00. Memorandum slips were given them, but these were certified to by no signature, and the men, who went to South Bend, where they presented them for payment, failed to realize on them. Being without funds, they were dependent on the good people of South Bend and in that way their immediate wants were supplied. Saturday, September 30th, the State Labor Commissioner, the State Highway Commissioner and a member of the Burnett Construction Company went to South Bend, where a satisfactory settlement was made with these laborers and who received \$100.00 cash to provide for the time being and the balance of \$3,900.00 would be immediately vouchered by the Highway Commission and state warrants issued for the several items

comprising the sum total, this advance payment being protected in the usual way as provided by law.

KING COUNTY.

A very gross violation of the provisions of the eight-hour law on highway work occurred in King county on a road contract with the county commissioners and P. J. McHugh, contractor. This job was for a piece of road near Issaquah and the operations on it were conducted late in the winter of 1915, and during which a very rainy season prevailed for a great portion of the time.

The conditions surrounding the men were anything but good; tents were used in the camping outfit and those were leaky and which added to the evils existing from a most unsanitary general condition prevailing in the camps.

Approximately two hundred men were employed on this job and although the minimum wage per day in King county, adopted by the board of commissioners, was \$2.00 per day, the men were working at the rate of 20 cents per hour, which meant \$1.60 for an eight-hour day. They worked ten-hour periods and in that way earned just the allotment for a minimum day's wage.

Excessive charges were made against these men and among these overcharges was a rate as high as \$7.00 per week for board. To make matters worse there was much lost time owing to rainy weather and fifteen to twenty days was the maximum time worked during the period of a month, with the result that after all deductions for board and the little supplies bought at the camp store the average not being more than \$7.00 per man, per month.

So unbearable did the conditions become that the men revolted, struck; it was a case of spontaneous combustion, for there was no semblance of organization among the men. A rather turbulent time followed and during the disturbance there was some acts of violence committed and some small losses to contractor by destruction of some of the working equipment.

Incidental to this strike was a mass meeting in the town hall of Issaquah by the citizens thereof, resulting in resolutions being adopted condemnatory of the treatment of these workmen by the contracting company, that it was nothing but a systematic attempt at the defeat of the eight-hour law. Circulars were written up and printed at public expense, and sent broadcast warning men to keep away from this job, and the conditions existing set out therein.

It made quite a stir in certain industrial circles in Seattle and some of the newspapers of that city printed stories about it. It seems that at the time King county had appropriated about \$3,000,000.00 for permanent highway construction and one newspaper asked if "that sum was to be expended in pauperizing labor." The time was most opportune for such exploitation and the employment agencies had no trouble in keeping the places of the men who were compelled to leave these jobs, filled.

Owing to the fact that the work was about completed when the revolt occurred, and the Bureau's aid called in, criminal prosecutions were not started, as all the men who had worked there and who could get away moved elsewhere as speedily as possible.

ANOTHER GROSS VIOLATION.

One of the most flagrant violations of the law regulating hours of labor, conditions surrounding workmen on the highways of the state, is that which was prosecuted against the Horrocks Construction Company, of Seattle, and which came to trial early in January, 1916.

This concern, on or about June 23, 1915, entered into a contract with a small group of foreign laborers, approximately sixty-five in number, to do certain work on the sub-contract or station work plan and which was in the nature of clearing, grubbing, overhauling, etc., on a certain portion of a King county road situated between Redmond and Issaquah.

For the purpose of better presenting this notable instance of law violation, practiced on a lot of uninitiated, untutored men, who were grossly ignorant of conditions and usages pre-

vailing around such employments, the contract entered into by them with the Horrocks Construction Company is given herewith, as follows:

THIS AGREEMENT, made and entered into this 23rd day of June, 1915, between Horrocks Construction Company, a corporation of the State of Washington, hereafter called the Construction Company, and Ben Forte and Partners, hereinafter called the Sub-Contractors, WITNESSETH:

In consideration of the payments less rentals, board, commissary, cost of tools and supplies, hereinafter set forth, the Sub-Contractors covenant and agree as follows:

I.

To do all the work, construct, improve and complete, consisting of clearing, grubbing, overhauling, and grading between Station 1000 and Station 1064, plus 50, of the Redmond-Issaquah Highway, in King County, Washington, in a manner satisfactory to the Commissioners and engineers of King County, Washington, at the following prices.

Clearing per acre	\$40 00
Grubbing per acre	35 00
Overhauling per cubic yard 100 ft.....	0 01
Grading unclassified per cubic yard.....	0 18

II.

It is distinctly understood and agreed that the Sub-Contractors are not to receive any compensation until the work is satisfactorily completed as heretofore stated.

III.

It is agreed that the work performed by the Sub-Contractors shall be considered as a bond for the faithful compliance with the contract and the satisfactory completion of the work in accordance herewith, and in the event that the Sub-Contractors shall discontinue their work, or shall delay the same, or shall otherwise fail to carry out and perform the covenants of this contract, the value of the work performed by them shall be forwarded to the Construction Company as liquidated damages for the failure by said Sub-Contractors to perform this contract.

The Construction Company hereby reserves the right, upon complaint being filed with it by the County engineer, to compel the said Sub-Contractors to cease work, and to finish the work unperformed under this contract and charge the same to the account of the said Sub-Contractors.

IV.

The Sub-Contractors agreed to complete all the work under this contract before the 1st day of September, 1915.

V.

It is agreed that the Sub-Contractors cannot purchase any supplies, equipment or tools, or in any way use this contract as security for any purpose whatever, but all supplies used by said Sub-Contractors for the purpose of carrying out this contract shall be purchased from the Construction Company, or on its written order, and then only in the amount stated in such order.

VI.

The Sub-Contractors shall provide sufficient, safe and proper facilities at all times for the inspection of the work by the Board of Commissioners, or its authorized representatives.

VII.

The work and material covered by the contract shall be at the sole risk of the Sub-Contractors until the same shall have been answered by the engi-

neer or Board of County Commissioners in King County, Washington, and any damage or loss shall be deducted from the said Sub-Contractors and retained by the Construction Company.

VIII.

The Sub-Contractors shall not lease, assign or transfer this contract, and must at all times during the life of this contract be actually engaged in the work.

IX.

The Sub-Contractors shall be liable for any damages and injuries which shall occur to any person or persons or property whatsoever by reason of any negligence of said Sub-Contractors, or any of their servants, or empolyes, or by any breach or violation of any of the provisions of this agreement.

X.

The Sub-Contractors agreed to observe the rulings, as laid down in Articles 15 and 18 of the contract between the Horrocks Construction Co., and King County, Washington, providing that laborer works in days of eight hours and receives a minimum of \$2.25 per day.

XI.

The Sub-Contractors agree to follow plans and specifications as furnished the company by the County Engineer or the Board of County Commissioners, and made part of the contract between the Construction Company and said Board of County Commissioners, copies of which are on file and accessible at all times in the Construction Company's camps and offices.

XII.

As a part of this contract it is mutually agreed that the following rates of cost and rentals will be charged Sub-Contractors for supplies, equipment, tools, etc.

Any items not listed, cost plus 10%.

Board to be provided at \$6.00 per week.

Picks at	\$0 85	Car per day.....	\$0 25
Shovels at	85	Track rail, per 100 ft, per	
Pinch bars at	85	month	2 50
Cross-cut saws at	6 00	Track spikes per pound.....	05
Axes at	1 50	Track bolts per lb.....	05
Brush hooks at.....	1 00	20% powder per lb.....	15
8 Lb. hammers at	85	Black powder, per lb.....	10
Mattock at	1 00	Blasting fuse, per roll of 100	
Drill steel per lb. at.....	09	ft.	1 00
Horse and harness per day		Blasting fuse per box of	
without feed	1 00	100	1 00

Upon completion of the work as above set forth by the said Sub-Contractors, the Construction Company hereby agrees to pay the said Sub-Contractors the sum due at rates heretofore set forth less whatever charges may be made by the Construction Company against said Sub-Contractors under the terms of this contract.

IN WITNESS WHEREOF, the parties hereto have set their hands this 23rd day of June, 1915.

This work began about June 25, 1915, and continued until about August 12, 1915, when operations thereon ceased because of dissatisfaction among the men. Leading up to this dissatisfaction were the facts that the law governing such work

in King county provides for a minimum wage of \$2.25 for an eight-hour day of labor and this these men were unable to earn, even though they worked ten hours and in some instances more than ten hours per day, as measured by the amount of work they were able to perform per day for each man on this job.

On complaint of the situation reaching this Bureau, Hon. E. W. Olson, at the time Commissioner of Labor, began an investigation of these charges and so thoroughly did he go into the matter personally that it took several weeks to complete his case in assembling facts and figures, and the correspondence incidental thereto, in time grew into quite a voluminous pile. The facts ascertained revealed a revolting violation of the law and a corresponding gross violation of the unwritten laws of humanity.

The conditions under which these men lived and worked were of a decidedly low order, they were poorly housed and the general surroundings such that the abject was very closely neared.

They were paying as high as \$6.50 to \$7.00 per week for their board, a charge of \$15.00 per month for a tent 15x30 feet that formed part of their habitation was charged against them, overcharges for various articles of food, clothing and other smaller supplies were made and which had to be purchased from the construction company or on their order.

It must be remembered that these men were to receive no money on estimates of completed work, nothing at all in that way until the job was completed.

It was also written into this bond that the work was to be performed in work days of eight hours each, that a failure to complete the work within the time specified in the contract would mean its violation and that the men would be penalized because of such failure; that whatever cost might accrue to the construction company, because of such failure, would be chargeable to the men and be deducted from what might be coming to them for work completed by them.

Because the men were not making much headway with the work and for fear that the work might not be finished on time,

it was suggested that a larger force be employed, but this Mr. Horrocks declined to do, because as he said, "there was sufficient men on the job now." From all that was learned of this case, the intent and purpose of the construction company was to defeat the specific performance of the contract for the avowed purpose of being thus enabled to get rid of the responsibilities that accrued to them, if the contract was lived up to by the Italians, and the work accomplished on time and in conformity with specifications covering.

To further explain this deplorable situation we herewith submit copy of a bill rendered against these men for supplies of various kinds furnished them by the construction company, from its own store or supplied from depots designated by it:

Groceries and board.....	\$576 05	
Commissary	76 15	
Tools and material	396 01	
Rentals	89 85	
		<hr/>
Total	\$1,138 06	
Hospital		
July	\$24 00	
August	24 00	48 00
		<hr/>
Total	\$1,186 06	

Among the correspondence with the Bureau, in this case, is a letter from a Seattle attorney interested in the matter and which reads in part:

"I have reached the conclusion, Mr. Olson, that I had better settle with the Horrocks people on the \$1300 basis that they offer, because of the fact that the men are actually hungry, and that condition certainly is not inducive to the best interests of society. I would not advocate any secession in your action against the Horrocks Construction Company, however, for it seems to me anything but right to allow this condition of affairs to exist in this state."

That these men were overcharged in every conceivable way possible there is no doubt whatever; they paid two prices for many necessary items and in all cases the highest market prices were assessed regardless of the quality of the goods furnished.

The entire situation in these camps shows a disposition towards imposition of a very revolting nature. The contract

itself is the best proof of this and for the purpose of defeating the requirements of the eight-hour day law, by a system of subcontracting, station work, and then the utter neglect or disregard for the rights of human beings to some degree of compensation worth mentioning above the expenses of sustaining life on a system of very rude economy.

The prosecution of the case by the Bureau resulted in a tender being made by the construction company of \$1,300.00 in settlement of the claim and meanwhile the criminal proceedings were being carried on with the result that the construction company was found guilty and the minimum fine of \$25.00 imposed. A notice of an appeal was filed, but this was later withdrawn and the fine paid.

The decision is given in the complete text in the section of this report given over to "Decisions and Opinions"; Everett Smith, judge.

The case was made as a test of the law and the ruling thereon in accordance with the necessity that inspired and prompted such legislation.

The conclusion is that this exhibit of law violation reveals a very deplorable state of affairs as to how the laboring men of the state are being imposed upon and every conceivable advantage taken of their crudeness and credulity. Through lack of the necessary discernment that comes from experience and usage in the ways of the country these men signed an agreement that it seems was quite impossible to fulfill, an article they were unable to read and which was in all probability not understood, for it seems the signature thereto was written by somebody else by an X between the words comprising the name. This is additional indication that there was a "misunderstanding." It illustrates a most unequal commercial combat; that of the cultured, educated and experienced pitted against that of the poor, friendless and lowly ones who thus acquire their first taste of our "higher civilization."

OTHER LABOR TROUBLES AND ADJUSTMENT OF THEM.

Herewith is an exhibit in brief of the violations of the eight hour law as pertaining to work on the highways of the state and a complete synopsis of the different cases where it is possible to do so. In several instances cases have been continued from time to time, from one cause and another, sometimes because of disinclination on the part of prosecutors to properly co-operate with the Bureau. A few cases are careering through the superior or supreme courts so that the status of such are "still pending."

ANACORTES.

August 24th, 1914. A. Storrs, hauling gravel for Washington Paving Co. in relaying streets in city working men in excess of eight hours. Fined \$100.00 and costs. An appeal taken. Case dismissed January 6, 1915. New information filed January 6, 1915, and warrant of arrest issued. Pending.

METALINE.

Sept. 25th, 1914. John Hastings engaged in state highway construction, working his men ten hours per day. Fined \$25.00 and costs.

CONNELL.

Oct. 27, 1914. Warren Construction Co., building highway. Case dropped because parties witness to the charge gone when work completed.

ISSAQUAH.

May 4th, 1915. Peter Chantilis, building highway in Issaquah, working men ten hours clearing right of way. Admitted all charges and was fined \$25.00 and costs.

May 4th, 1915. Henry Brice sublet a contract on highway and on which men were employed to work ten hours per day. Case was dismissed on testimony of witness Peter Chantilis that he had not given him orders regarding hours men were to work. This same job as one above.

EVERETT.

June 8th, 1915. C. M. Morgan, making county road in Marsh precinct, having two men work more than eight hours per day, as road supervisor. Fined \$25.00 and costs.

ABERDEEN.

July 14th, 1915. F. Heron, constructing county road, charged with working men overtime on this job. Plead guilty and fined \$25.00.

COLFAX.

Alfred Anderson, building state highway between Steptoe and Cashup, working men overtime. Case called July 31st, 1915, a plea of guilty entered and fined \$25.00 and costs.

PORT TOWNSEND.

July 31st, 1915. James H. Coyne and J. E. Webster, charged with working men over eight hours and also for refusing to pay men for overtime work. Witnesses wavered as to time actually worked and an acquittal was the result of trial.

SPOKANE.

July 20th, 1915. Parker, Moran & Parker, work on city sewers and N. P. Ry. grade separation, city Spokane. Case dismissed account of failure to find contract existing between above named firm and W. J. Hoy & Co., who were doing the work.

ELLENSBURG.

Aug. 20th, 1915. O. F. Lennard, contractor, working men nine hours on highway construction. Plead guilty and fined \$25.00 and costs of \$4.75.

CHEHALIS.

Aug. 28th, 1915. Hurd, De Camp & Woods, contractors, building sewer, charged with working men ten hours and only paying them for eight hours. Emergency plea set up. Two cases filed on this charge and a verdict of guilty entered by the court. Fined \$50.00 and costs.

EVERETT.

Sept. 3rd, 1915. Geo. P. Wright, contractor on LaGrande Marsh drainage project, charged with working men ten hours per day. Tried in justice court and plea of guilty entered. Fined \$25.00 and costs of \$3.75.

SEATTLE.

Jan. 3rd, 1915. Horrick Construction Co., highway contractors, charged with working men from ten to eleven hours. Guilty and fined \$25.00. This case set out in detail in the court decree thereof published in this report.

ABERDEEN.

Aug. 30th, 1915. N. P. Harrison, of Harrison Bros., contractors on Olympic highway, charged with working men on this work more than eight hours per day. Case called, a plea of guilty entered, and fined \$25.00 and costs.

Aug. 30th, 1915. F. Heron, working two men on construction work, Olympic highway, in excess of eight hours. When case called a plea of guilty entered and fined \$25.00.

MONTESANO.

Sept. 23rd, 1915. Gordon L. Simmons, contractor on Olympic highway charged with working two men over eight hours on this work as sub-contractor. Case submitted to attorney general by deputy prosecutor who ruled that the law did not apply. Dismissed.

VANCOUVER.

Sept. 8th, 1915. General Construction Co., G. D. Lyons, building state highway in Clarke county, working men over eight hours. Found guilty and fined \$25.00 and costs.

PORT TOWNSEND.

Sept. 21st, 1915. R. W. Williams. Working four men on public work over eight hours and four separate complaints filed. Plead guilty on each count and fined \$100.00 and costs of \$10.00.

VANCOUVER.

Sept. 15th, 1915. J. P. Swanson, violation of eight hour law building county highway, working all men ten hours per day on orders of county commissioner. Case called and verdict of guilty entered with a fine of \$25.00 and costs. Fine later remitted on appeal of commissioners.

WASHOUGAL.

Sept. 15, 1915. O. D. Wolfe, street grading for city, working men ten hours per day for three or four weeks. Case called at Vancouver, found guilty and fined \$25.00 and costs.

SPOKANE.

July 14th, 1916. L. F. Long, charged with violating eight hour law in working men on highway near Spring valley nine hours per day. Plea of guilty entered and fined \$25.00 and \$2.00 costs.

LÂ CENTER.

Sept. 23rd, 1915. Hanson Bros., charged with working their men more than eight hours on schoolhouse job, a contract, doing their own work. Charge withdrawn account of question as to their liability.

PATEROS.

June 15th, 1915. Silk & La Plant, contractors on public works job, charged with working men over eight hours. Complaint made by the men on the job and investigated June 30th. The showing made was that foreman was alone to blame and who paid men for the overtime he had them work. This foreman was discharged and further proceedings dropped.

AUBURN.

Nov. 3rd, 1915. John W. Mead, a foreman on contract job on public highway, construction work, charged with hiring man to haul gravel and cement and requiring him to work from ten to eleven hours per day. Case called at Tacoma, Nov. 10th, 1915, and still pending in the superior court.

YAKIMA.

March 27th, 1916. S. A. Schockley, contractor, charged with working four men on road job near Outlook more than eight hours per day. Case called for hearing at North Yakima on above date; plea of guilty entered. Fined \$25.00 and costs.

CLE ELUM.

N. A. Degerstrom, foreman for General Construction Co., Spokane, May 1st, 1916, charged with working men over eight hours on Sunset highway near Cle Elum. Complaint received by mail and investigation followed immediately resulting in Degerstrom being arraigned in justice court, Cle Elum. Set up defense that an emergency arose, hence the overtime. Fined \$25.00 and costs. Appeal taken and bond filed and case still pending in superior court.

TACOMA.

Robert Sloan, of Sloan Bros. of Seattle, accused of working men on McClellan Pass highway nine hours per day. Information filed in Tacoma May 19, 1916. Case heard on the 22nd following with several witnesses for the state. Set up defense that men had worked overtime but that they were not compelled to do so, and when hired at agency were informed it was an eight hour job. Not guilty.

SOUTH BEND.

Complaint filed June 4th and 6th, 1916, against Sidney Burnett, of Burnett Construction Co., Seattle, charged with working men over 8 hours per day, sometimes as high as ten hours. Men content and paid 30 cents per hour. Heard before justice of the peace, found guilty and fined \$50.00 and costs of \$4.00.

TACOMA.

J. W. Mead of Auburn, charged with working men ten and eleven hours per day. Case still pending, Nov. 10th, 1915.

DAVENPORT.

On highway No. 13, near Davenport, in June, 1916, Chas. Olson, foreman for a Spokane firm, was complained of as work-

ing men ten hours per day. Case tried at Davenport July 8th plea of guilty made, fined \$25.00 and costs.

SPRING VALLEY.

A gang of Italian laborers engaged in rock work on highway near here for L. F. Long of Rosalia. Complaint made July 14th, 1916, that he was working these men nine hours per day. Tried in justice court July 15th. Plead guilty and fined \$25.00 and costs.

BURLINGTON.

C. L. La Plant & Co., accused of employing man for work on paving Third Street more than eight hours. Date in question, August 3rd, 1916. Case called in justice court August 7th; a plea of guilty entered and a fine of \$25.00 imposed.

MONROE.

Complaint made against H. S. Wright of Everett, contractor on school building job in Monroe, of working men more than eight hours per day. Investigated August 10th and called before justice court on August 11th, when a plea of guilty was made by defendant and the minimum fine of \$25.00 and costs of \$2.50 imposed.

SPOKANE.

Complaint made against A. P. Mitchell, contractor on permanent highway known as 12 A, between Waverly and Fairfield, of working men nine hours per day. Investigated August 7th, 1916, and few days later case was made against him in justice court when a plea of guilty was entered and a fine of \$25.00 and costs levied.

SEATTLE.

July 31st, 1916. F. McClellan of Seattle, contractor on grading and paving highway No. 4, in King county, between South Park and Des Moines, charged with compelling men to work on said highway nine hours per day. Case filed on above date and a hearing had before Justice Gordon August 11th, re-

sulting in a continuance to Sept. 20th, when another postponement was asked for by defendant's attorney; the application was denied and the evidence of the state introduced, three witnesses testifying to the violations charged. The case was finally passed upon October 20th, 1916, when a decision was handed down for the state entailing a fine of \$25 and costs. Immediately Commissioner Younger, personally filed a second charge against Mr. McClellan and of a very similar nature and a hearing thereof set for November 15th, 1916.

EVERETT.

Complaint made August 24th, 1916, against H. J. Kaiser engaged in grading and graveling highway known as road No. 7, in Snohomish county. Charged with working men on such work more than eight hours on eleven different dates during the month of August, refusing to pay the men for the overtime worked. Investigated August 27th and case filed with public prosecutor. Called for trial in justice court September 6th, a plea of guilty entered and a fine of \$25.00 and costs imposed. But one charge was pressed and the men received full compensation for the overtime worked.

BUCKLEY.

Complaint filed on Sept. 8th, 1916, against the Washington Paving Co., for compelling men to work more than eight hours on public highway in which work they were engaged. Case investigated Sept. 13th and called in justice court that date, a plea of guilty entered and a fine of \$25.00 and costs imposed.

STEVENSON.

Complaint filed Sept. 9th, 1916, against the General Construction Co., for compelling or permitting men to work more than eight hours per day in the work of constructing public highway in Stevenson. Investigated same date and called in justice court where a plea of guilty was entered and a fine of \$50.00 and costs imposed. Total \$93.90. Eight cases in all

were filed against this company at this time but the others were dropped.

EVERETT.

September 15th, 1916, B. G. Donley, agent for P. G. Dunn & Co., engaged in road construction work on the Pacific highway between Silver Lake and Martha Lake, for Snohomish county; working men so engaged more than eight hours per day. Investigated Sept. 18th and case filed same day with public prosecutor, a hearing was had on the following day, a plea of guilty entered and a fine of \$25.00 and costs imposed.

*Eight Hour Law for Women,
Minimum Wage Law*
AND
*Law Governing Employment
of Minors*

WOMAN AND HER WORK, AND EMPLOYMENT OF MINORS.

On the following pages will be found a brief summary of the investigations of the eight-hour law for women, the minimum wage law, and the law governing the employment of minors. During the past two years a great many complaints have come to this office of how women have been compelled to work more than eight hours per day, and paid less than the minimum wage prescribed by law. The violations herein reported and which doubtless are but a small per cent of the total evasions or violations of this law that are being committed all over the state during this time, denote very keenly the disposition of men and women in business to drive a hard bargain with the female help they employ by compelling them to work the excessive hours, and receive the very smallest wages permitted by law for that labor and very often less. When the minimum wage law was enacted it was considered by the men engaged in that work that it was conservatively low in the provisions of its scale as to what would be a minimum for one kind of labor and another.

This tendency in the labor field of women is but another phase of the tendency toward general depression in wages, for it is very apparent that there is a preconcerted effort to frustrate the plans and efforts of the labor unions and drive the organized laborer from the temple and hope by this species of disintegration to effect the desired wage depression.

In regard to wages for women it should not be lost sight of that since the minimum wage law was enacted the cost of living has continued in its steeple chase to higher living cost, so that the low water mark provided by law does in no way reach the excessive.

It is also true that there are a great many women in the industrial field; in the store, the office, etc., and all told, a greater per cent of women workers in proportion to the collective interests in which they labor than in some of the older

states. Whether this is a matter of congratulation or not, progressional or regressional, is a question. In many of these employments women are doing the work of men and not getting nearly as much for their labor as if it were done by men and yet the desire to even attempt defeat the minimum wage as prescribed by law. It is a satisfaction, however, that in so many instances where these violations are brought to the attention of the Labor Bureau, investigation immediately follows and in a great many of these instances conviction in court, in case of failure of settlement without, has been accomplished, fines have been imposed, and in several instances amounts covering the underpayments have been collected for those so defrauded. These amounts in the aggregate have been quite considerable. What the Bureau desires is a full co-operation on the part of the public in behalf of law enforcement in this particular field of its operations, and it should be understood that this co-operation is quite essential, for only through information from outside can many cases be reached and some of the good desired can be accomplished. The Bureau hopes to have even a more cordial co-operation henceforth than it has had in the past, and it is a well known fact that this is the only real way for the enforcement of laws, no matter what kind they may be.

The State of Washington has taken considerable pride in the enfranchisement of women, an enactment made within the last few years, thereby according to her the full right of suffrage, equal in all respects to that enjoyed by men. It is of far more vital importance that the physical well being of women be conserved to the greatest possible extent, and that when she has to work she will be fully recompensed for such labor and that such work be performed under the highest possible conditions as regards the preservation of mind and body. Our morals and refinements are largely directed by women and inasmuch as she holds sway both in the home and in the social life she should not be the victim of unjust discrimination in the labor market of the state or nation.

In regard to social relations the employment of women in so many of the industries, those that are laborious, exacting and enervating in their nature and surroundings, is perhaps the most regrettable and dangerous feature of the situation, for it involves health and the proper ideals that make for the right kind of citizenship and provide for an equally healthy and properly balanced succession. Inasmuch as most of the work in which women are engaged in is very poorly housed about, illy ventilated places, poorly lighted and stuffy, crowded many times, such surroundings are very serious handicaps. They impair vigor, have a very depressing influence on both mind and matter and an equally decided tendency to stay ambition. Perhaps the most serious feature of the employment of women is in the fact that many times where women engage in industrial day labor it is perforce, because of the pressing needs of the family. It is a sad commentary on our system of economics when the heart as well as the head has to leave the home daily to earn their bread in the toil of their hands in order that it may be kept intact, the family provided for and a few of the comforts of home made accessible to the family, at least sufficient for their daily needs. It is noticeable that the employment of females of all classes is becoming more and more the rule and covers nearly all of those industries where no excessively severe physical tests are required in the performance of such work and where extremes in the way of hazards to life from accident are not to be contended with, the number is increasing constantly. Wage depressions are the worst features of the entire proposition after all, for they involve all of the others.

EIGHT HOUR LAW FOR WOMEN—MEMORANDA OF INVESTIGATION AND LAW ENFORCEMENT.

ABERDEEN.

July 5, 1916, complaint made against Wm. Crammette, proprietor of the "Sweet Shop" charged with working girl employes more than eight hours. Called before I. P. Gardner, J. P., July 7. Plea of guilty entered and a fine of \$10 and costs imposed.

AUBURN.

June 12, 1916, complaint filed against A. Albert, proprietor store, charged with working woman clerk eleven and one half hours per day for several days. Case called before W. W. Lawrence, J. P. A plea of guilty entered and fined \$10 and costs.

CASTLE ROCK.

May 5, 1915, complaint entered against Leavette and Lubin, mercantile sales agents, charged with violating the minimum wage law and compelled girls to work more than eight hours per day. Case called before Justice Robins May 14, and a plea of guilty entered and the minimum fine imposed in each case, viz., \$25.00 and \$10.00.

CENTRALIA.

September 24, 1915, Complaint filed against J. G. Freeman charged with working woman employe overtime in cafe. Case called before Chas. Hoss, J. P., same date. This woman swore that she had worked only eight hours though when complaint was made she said she had been working as high as 14 hours per day. Court accordingly found for defendant.

November 26, 1915, complaint filed against H. S. Smith with working woman cook more than eight hours in restaurant. Case called before Chas. Hoss, J. P., same date, postponed until November 27, when defendant moved for a change of venue. Final hearing before Chas. Ipes, J. P., on November 30; five witnesses testified for the state. Guilty and a fine of \$15.00 and \$30.45 costs imposed.

November 26, 1915, complaint was filed against L. S. Melstead, hotel proprietor, charged with working woman cook more than eight hours per day. Case called before Chas. Hoss, J. P., December 1. Melstead set up defense that he was not interested in business more than a helper. Witnesses proved he was a partner and half owner with H. S. Smith, (see preceding case) separate trials demanded. Fined \$10.00 and costs of \$16.10.

CHEHALIS.

March 11, 1916, complaint against J. E. Wigglesworth and wife, hotel proprietors, investigated, charged with employing cook and

working her more than eight hours per day. Case called before P. C. Beaufort, J. P., March 22, 1916; a jury trial had, both were found guilty and a fine of \$10.00 and costs each imposed. With costs added amounted to \$102.50.

COLVILLE.

June 23, complaint made against I. Faugstead, cafe proprietor, charged with working waitress more than eight hours per day. Case called in justice court July 12, a plea of guilty entered and a fine of \$10.00 and costs imposed.

DUPONT.

November 20, 1915, complaint filed against E. N. Foster, hotel proprietor, charged with compelling two women employees in his hotel to work more than eight hours per day. This being a very flagrant violation of the law three complaints were filed in each case. Investigated November 23, and called for trial November 30, before F. H. Graham, J. P. Plea of guilty was entered and a fine on each of the six counts was imposed, \$60.00 and \$17.20 costs

EATONVILLE.

November 12, 1914, complaint filed against Dr. A. W. Bridge, charged with working woman clerk in store nine to ten hours every day. Investigated November 17 and the doctor who operates a drug store decided to pay for the over time worked, also to plead guilty. But one complaint was therefore filed against him and a fine of \$10.00 imposed.

ELMA.

January 11, 1916, complaint filed against Cohen and Conroy, Harry Cohen, Mgr., mercantile establishment, charged with working women clerks more than eight hours per day. One clerk testified that she worked more than the legal time, two others claimed they did not, and one other refused to testify. Case called January 11, before J. H. Washington, J. P. Plea of guilty entered and a fine of \$25.00 and costs imposed.

ENUMCLAW.

September 10, 1915, complaint filed against H. Benskin, charged with working women in his laundry more than eight hours per day. Investigated September 16 and case called same date before J. C. Jensen, J. P., a fine of \$10.00 and costs imposed.

LEAVENWORTH.

November 18, 1914, complaint filed against Ross Irwin, charged with working woman employe in his laundry more than eight hours per day. Investigated December 4, called for hearing before G. P. Rice, J. P., December 4, a plea of guilty entered and a fine of \$20.00 and costs of \$25.00 imposed.

NORTH YAKIMA.

January 7, 1915, complaint filed against Mrs. F. M. Henshaw, cafe proprietor, charged with working waitress over time. Witnesses said were willing to testify that party did work about twelve hours on Christmas day. Warrant was subsequently withdrawn account of the emergency of Xmas-day dinner and a charity affair event.

OROVILLE.

October 1, 1915, complaint filed against House, Anderson and Cromwell of the Radbourne hotel, charged with working woman employe more than eight hours per day. Case placed in hands of public prosecutor at Okanogan but was not pressed as in the judgment of that official, because of lack of evidence and his belief that the spirit of the law was not violated. Nothing further done.

PORT ANGELES.

December 27, 1914, complaint filed against Day and Abbott, proprietors, hotel and restaurant business charged with compelling woman cook to work more than eight hours per day. Investigation had February 11, 1915, hearing in justice court February 18 and a decision of not guilty by the court.

August 15, 1915, complaint filed against Harry Fredericks, proprietor, of confectionery, charged with permitting saleslady to work more than eight hours on Saturdays. The complaint and case filed against him was for a violation of the law August 22, 1914, at which time he plead guilty and when the case was brought in justice court a fine of \$10 was imposed.

RUSTON.

April 17, 1915, complaint was made against Mrs. M. M. Hall, hotel and restaurant, for violation of the eight hour law, also the minimum wage law, in the case of the same woman employe. Investigation and hearing of the case same date in justice court. Plea of guilty entered and payment of \$7.40 for overtime due on minimum wage to complaining party. Fined \$10.00.

SAUK.

December 8, 1915, complaint filed against Garnet Thompson, hotel proprietor, for violation of the eight hour law permitting woman cook to work during a period of four months from fourteen to sixteen hours per day. Investigated December 12, called before Justice court January 7, 1916; developed during trial that the complainant had threatened the defendant with criminal prosecution in order to obtain pay for overtime and the jury brought in a verdict of not guilty on the strength of such testimony.

SEATTLE.

May 10, 1915, complaint was filed against Madame Hunter, modiste, charged with working woman assistant nine and one half hours, another eight and one-half hours per day. Case called before Judge Gordon and a plea of guilty entered and the minimum fine of \$10.00 and costs imposed.

September 5, 1915, complaint was filed against Dan Barbre, a vegetable man in public market, charged with working saleslady over eight hours per day. Case called before Otis Brinker, J. P., October 6. He was fined \$10.00 with costs remitted.

November 16, 1915, complaint filed against Jesse and Amy Russell, hotel proprietors, with working housekeeper thirteen hours per day. Investigated November 18, case called before Otis Brinker, J. P., February 3, 1916, and a verdict of guilty rendered by the court against Mrs. Russell, exonerating the husband. Fine of \$10.00 and costs.

November 18, 1915, complaint was filed against W. H. Kuhlemeier, Mgr., Troy Laundry Co., for employing woman to work more than eight hours per day in his plant. Investigated November 18, called before Judge Brinker December 3, 1915, a plea of guilty entered and a fine of \$10.00 and costs imposed.

November 18, 1915, complaint made against W. H. Kuhlemeier, of the Troy Laundry, charged with violating the eight hour law by compelling woman employe to work more than eight hours per day (this is second case.) Investigated November 18, and trial heard next day before Judge Brinker, a plea of guilty entered and a fine of \$10.00 imposed.

November 22, 1915, complaint filed against Frye and Co., meat market, charged with violating eight hour law in permitting office girls to work 9 hours the day, some days in excess of that. Case called before Judge Brinker February 22, 1916, but complainants weakened in their testimony for fear of dismissal and a not guilty verdict entered by the court.

November 23, 1915, information was filed against T. J. Williams, charged with making women help in his laundry work more than eight hours the day. Investigated these two charges same date and called before Judge Brinker on December 13, 1915, testimony submitted and judge took it under advisement and six weeks later entered a verdict of not guilty.

November 23, 1915, complaint filed against J. M. Matthews, laundry man, charged with working woman employe more than eight hours. Investigated November 23, and called for trial before Judge Brinker December 17, and case dismissed because of failure of witness to testify as promised.

SPOKANE.

January 4, 1915, complaint made against August Junge, of Wayne Hotel, charged with working minor girl without a permit. Case called

before Justice Hyde, January 4, 1915, and dismissed, it being made to appear that the girl was not in the employ of Junge but was just making her home there.

TACOMA.

June 4, 1915, complaint filed against E. E. Hazen, owner and manager of Thistle Hotel, charged with working woman employe more than eight hours per day. Investigated June 14, and on June 23, case was called before Judge Graham who imposed a fine of \$50.00 and whereupon an appeal was moved for and bond fixed at \$200.00. The complainant moved away in the meantime, could not be located, and the proceedings were dismissed.

November 4, 1915, Tony Christo operating a public market, was charged with working woman employe nine hours per day on Saturdays, May 6, to July 3, 1915. Investigation and prosecution started on same date. November 7, case was heard before Justice Graham, a plea of guilty entered and a fine of \$20.00 imposed.

December 3, 1915, complaint filed against F. C. Mars, proprietor candy factory, charged with working girl employes more than eight hours per day. Case called before Justice Graham December 18, and a plea of guilty entered to one of complaints and a fine of \$10.00 and costs imposed.

January 5, 1916, complaint was rendered against Mrs. Mary E. Thomson, charged with violating the eight hour law by working employes in her rooming house and restaurant more than the legal limit. Investigated same date and heard before Judge Linck, a plea of guilty entered and a fine of \$10.00 imposed.

VANCOUVER.

May 2, 1916, complaint was made against Mary Bates charged with working woman assistant in her restaurant twelve hours per day. Investigated May 9, and heard before Justice Derr on May 10, and found guilty and a fine of \$10.00, and costs of \$7.35 imposed.

BURLINGTON.

Complaint was made August 16, 1916, that E. A. Zaramas, of Burlington, engaged in the restaurant business was working woman employe more than eight hours per day. Charge investigated August 23, and a case filed against Zaramas before Judge Rogers and a hearing had that date. Verdict of guilty rendered by the court and a fine of \$10.00 imposed.

SEATTLE.

March 31, 1916, complaint filed against George F. Wein of the Buffalo Market, 418 Denny way, because of compelling woman clerk to work more than eight hours per day in his place of business. The case was heard in justice court May 10, and witnesses for the state testified that "she was employed every time they passed the market

and that was every half hour." The principal herself, however, said that on the date in question, April 1, she had a recess between the hours of 12 and 4 p. m. The case was taken under advisement by Judge Brinker and still pending.

June 18, 1916, Stanley and Jennie Case engaged in pie making in Seattle, charged with compelling women workers to labor more than eight hours per day in their service, the excessive time being ten hours every Friday. Investigated June 19, the case called in Justice Brinker's court June 21, a verdict of guilty by the court and a fine of \$50.00 and costs imposed. An appeal taken and the matter still pending.

September 11, 1916, Sam McHugh, proprietor of the Van Nay's Hotel, Tacoma, was charged with employing Hazel Healey as cook twelve and fourteen hours per day. Case was filed in Judge Graham's court same day but at the date this record is made (September 27) a hearing has not been reached.

MINIMUM WAGE LAW FOR WOMEN.

SEATTLE.

December, 15, 1915, F. J. Kilbourne charged with employing three women in his business, the Model Laundry Company, Seattle, at less than the minimum wage. Proceedings instituted and trial of case had February 23, 1916. Found guilty and fined \$25.00 and costs. See opinion by Judge Mackintosh in this case set out in full elsewhere in this report.

NORTH YAKIMA.

March 4, 1916, complaint made against Claude Briggs, manager of the Bush & Lane Piano Company, North Yakima. Investigation made and effort to make recovery of the undercharge paid to woman employe but without success. Case finally dropped.

WALLA WALLA.

March 25, 1916, complaint made against Dr. F. G. Robinson, of Walla Walla, for employing woman at less than minimum wage February 21, 1915, to April 9, 1916, paying her \$5.00 per week; she also received \$3.00 per week from another physician during this time. Counter-claim made for \$100.00 for surgical operation performed on this woman and which service was part of compensation for services. Case tried May 12, 1916. Found guilty and fined \$25.00 and costs.

TACOMA.

January 25, 1916, A. M. Anderson, of Tacoma, operating a collecting agency, charged with having a woman work for him at less than minimum wage, also that he failed to pay her for her services. Case

called in Tacoma on above date. Plea of insolvency and claimed constitutional right of no imprisonment for debt. The motion to dismiss was denied and fine of \$25.00 and costs entered. Matter still pending account the justice court referring question to higher authority for opinion.

INDUSTRIAL WELFARE COMMISSION CASES.

At Centralia, November 15, 1915, complaint was filed against P. E. Pergalous of employing minor after 7:30 P. M. Investigation of this case brought out from defense that he was not a member of the firm doing business at the time when the alleged violation was complained of, and the parties whom he bought out or succeeded had left the country, and the case had to be dismissed.

Two cases came to light at Spokane in 1915 where children of the ages from twelve to fifteen years were being worked contrary to law. In one of these cases the father of the girl was brought into court and it was brought out in the investigation that the child was only twelve years and had to work as late as 11 p. m. On a plea of guilty a suspended sentence was imposed.

EMPLOYMENT OF MINORS AND PENALTIES THEREFOR.

Complaint was made August 21, 1916, against A. E. Darmer of Arlington for violation of the law relating to the employment of minors. Investigated on the following day, when formal proceedings were taken before justice of the peace and a court verdict of guilty was rendered and a fine of \$10.00 and \$2.00 costs imposed.

MODEL STEAM LAUNDRY CO. OF SEATTLE.

The most noted case of violation of the minimum wage law coming before the Bureau for investigation is that of the Model Laundry Company, of Seattle, J. C. Kilbourne, proprietor.

Complaint was made on December 6th, 1915, and immediately investigation of the charges made by Hon. E. W. Olson, at the time State Labor Commissioner and the situation canvassed very thoroughly by him with the result that depositions by several witnesses, duly sworn to, were taken from time to time and which process of establishing the facts continued until January 3rd, 1916.

From the testimony it appears that there was gross violation of the law and in so many instances as to mean a great deal in the aggregate. Women would report for work at eight o'clock a. m., and registered their arrival on a machine provided

for that purpose, and they would remain on duty for the full eight hours which the law permitted them to work in any twenty-four hour period. During the day they would have to quit work for short periods, and at the end of the week all such time lost would be deducted from the forty eight hours which constituted a maximum week's work for women. In this way was the minimum wage law defeated, for instead of receiving the minimum allowed, which is for this class of labor \$9.00, they would receive various sums less than that. This would vary from as low as \$5.65 per week to as high as \$11.00 per week, but the average compensation would run much below the minimum rate.

It appeared also from the testimony that work would be permitted to accumulate while the workers stood around doing nothing and then after such lapses orders to begin operations would be given and then things would go through with a rush and in that way much more than a normal eight-hour day amount of work would be performed in a shorter time; it was a case of trying to do two day's work in one with the proprietor as the beneficiary.

It was conclusively established that during a period of twelve or fifteen months, under payments to women workers in this plant amounted to a great deal in the aggregate. In one case the amount of underpayment was \$8.75; in another instance it amounted to \$80.45 and another case it reached as high as \$92.15.

This latter case was the one specialized for submission to the court involving the underpayment amounting in the aggregate to \$92.15, and which was not made good to the party thus defrauded. Civil proceedings in all three are at this time in process and the amounts will undoubtedly be recovered. A hearing of them will be had November 8th.

As the Model Laundry employs about forty-five women and on such a basis of underpayment it can be readily seen the great iniquity of such a systematic imposition on women. Withal that the case was handled in a very friendly way and with the

least expense possible. Depositions were taken and all the facts as far as could be gathered ascertained and by stipulation were submitted to the superior court sitting in chambers and a decision handed down. It was in reality the first real test of the minimum wage law for women. In another section of this report and under the head of "decisions and opinions" we give the decision which was by Judge Mackintosh of the superior court of King county and which was for the State. The point of contention made by the defendant was that the labor was "incidental," that of the State being that it was "continuous;" that it was a straight eight-hour day and that no lapses or intermissions between the hours of reporting for work and the time of dismissal for the day should be deducted from their minimum time as prescribed by law.

An appeal of this case was made, at least a motion for such: but about the time when such a filing should have been made the prosecution was informed that the appeal would be withdrawn. The minimum fine only was imposed and no costs made in the case that were assessed to the defendant.

LUMBER
THE GREATEST INDUSTRY
IN THE
STATE OF WASHINGTON

The Greatest Lumber Producing State
in the Union

THE LUMBER INDUSTRY.

Inasmuch as Washington has come to the front rank, the greatest commonwealth among the states of the Union in the production of lumber, and as lumber is the chief industry of the state, a resume of the lumber conditions during the past few years is well entitled to mention in this biennial review and which we regret to say must be brief owing to the statute of limitations as to the size of this volume and the variety of topics with which it has to deal.

This stupendous industry has suffered a good deal from various causes during these years. Principal among these causes is the European conflict resulting in the closing of ports to international commerce, bottled them up as it were from the markets of the world and in that way curtailed to a considerable degree the export trade of this country. Interned ships, too, have made shipments in cargo lots far below normal and then the further consideration that so many ships have gone down to the ocean's bed before the destructive fury of war. The ship bottoms, in tonnage, lost in this way to the commerce of the country has been in the aggregate many millions. In our domestic relations, too, the lumber trade of the country has suffered and the most seriously affected section of the Union has been perforce the State of Washington. Over-production for a period and an inordinate demand followed by a corresponding retrenchment in consumption was responsible for this stagnation; the European war, too, had something to do with this also because of a temporary paralysis that followed the outbreak of that conflict. The railroads, too, ceased to be in the market for Washington forest products to any great extent and they are considered the biggest group of buyers of fir lumber in the nation, from 25 per cent to 30 per cent of the entire output.

There has been much disturbance, too, in the labor market of this industry and which placed the business in a rather unsettled condition. It was noticeable in the logging, the lumber and the shingle units of the business. The shingle business was

for a time the very seriously affected department of the general lumber industry. Taken all in all, the conditions confronting the business during the biennium just closed have been very eventful indeed. Another serious phase surrounding the industry is the substitution of other products for lumber in so many of the nation's enterprises, uses in which heretofore lumber was almost the entirely available product. Chief among these substitutes is the cement products and the tendency toward concrete construction is becoming more and more the vogue of the times, so much so that the present time has been entitled "The Concrete Age."

At all events, concrete has entered largely into the operations in our industrial life. Concrete and steel are associated very immensely in the structural work of the state and nation. It is possibly true that our continually expanding commercial life will find many new uses for lumber in addition to the natural increase expectancy of consumption of this product at home, and in that way make up for the leakages that have come and which will doubtless continue to increase. The statement that lumber as to its uses has been seriously affected stands unimpeachable at this time. The shingle unit of the industry has suffered very much and substitution, too, has cut serious figure with it.

Labor disturbance in this department of the industry has been very extensive, intensive in its grapple with its antagonist and for a while widespread throughout the shingle producing area of the state. It began early in 1915 and has continued with more or less effect during an entire year of this period, spasmodically, however, and some districts were not very seriously affected and as we make this review most of the striking men have returned to work and conditions are nearly reaching the normal state.

The varieties of patent roofing that have been placed on the market and the very strenuous campaign for business the concerns in this line of manufacture have been making has resulted in a large per cent of substitution of these products for

shingles. It is a fact that the very buildings under the roof of which the Washington red cedar shingle is manufactured is covered with some variety of patent roofing. The reason for this is given as reducing the fire risk from sparks from the stacks, as the fuel used is the wastage of the mills, generally light material including sawdust, for producing the steam power to run the plants. Even the curtailment of the product through strikes has not reduced the supply to the equivalent of consumption, which has resulted in a rather glutted condition of the market and prices accordingly, even though shingles have advanced a good deal over what the price was two years ago. The mills by mutual agreement have reduced the working time one-sixth by cutting out all work on Saturday of each week thus reducing the working period of the month to 22 days, approximately. This for the purpose of preserving a better tone in the markets for forest products by curtailing the supply.

Another move for conservation of the business is the tendency on the part of mill managements to seek direct touch with the dealers of the country and cut out the intermediary method of sales that heretofore was the usual way of making sales. The brokerage business in the lumber trade has been for years a very flourishing one, and to many of the men engaged, a very profitable occupation. Many of the mills have broken off from this method and are dealing almost entirely through direct selling either through the agency of the mail or by representatives in the fields they serve. Some of the men so operating declare it a very much more satisfactory method than the old brokerage plan, more economical, and also feel safe in that particular field as long as they furnish the desirable article of lumber or shingle. Those fortunate to have a high grade quality of timber to draw on are the greatest beneficiaries of this plan and the individuality of a particular mill is better brought out in that way. Among new uses for Washington fir is its adaptability to the manufacture of paper; experiments have proven that a quality of wrapping paper can be made from fir pulp, equal in strength and smoothness to the very best qualities of wrapping

paper now manufactured, anywhere else in the country. Other possible uses are being promised and scientific research along this line is very busy, so it is very probable that the laws of compensation that are at work will in their operation ultimately more than make up for the shrinkages in the business otherwise. A more efficient organization of the corporations engaged, in the matter of more systematic and intensified advertising campaigns in behalf of a greater commercialization of the industry is also bearing fruit. To better illuminate this brief resume of this very important item in our industrial life we herewith append the following statistics, for which we are indebted to the West Coast Lumberman, the twenty-sixth annual review, dated March 15th, 1916.

ANNUAL PRODUCTION AND CONSUMPTION OF SAWED LUMBER PRODUCTS IN STATE OF WASHINGTON FOR YEAR 1915.

PRODUCTION.

Lumber, Feet	Lath	Shingles
4,465,853,000	425,424,000	8,559,194,000

CONSUMPTION.

Building Purposes Board Feet 423,467,700	Wood Using Industries Board Feet 299,990,485	Railroad Material Board Feet 53,399,036	Sawed Mine Material Board Feet 4,789,524	Total Lumber Consumed Board Feet 781,646,745
Lath Consumed Pieces 52,512,250		Shingles Consumed Pieces 210,048,050		

ANNUAL PRODUCTION AND CONSUMPTION OF ROUND TIMBER PRODUCTS IN STATE OF WASHINGTON FOR YEAR 1915.

UNIT	Fuel and Other Cordwoods	Logs	Poles, Piling	Railroad and Mine Ties	Mine Material	Fence Posts
	Cords	Board Ft.	Lineal Ft.	Number	Lineal Ft.	Numb'r
Various—						
Production....	3,687,207	5,462,473,000	8,379,540	707,080	10,742,693	90,227
Consumption..	3,687,207	4,608,000,000	5,882,370	707,080	10,742,693	68,898
Board Feet—						
Production....	1,865,213,540	5,462,473,000	88,094,804	24,594,770	53,013,465	541,368
Consumption..	1,865,213,540	4,608,000,000	26,514,587	24,594,770	53,013,465	413,388
Cubic Feet—						
Production....	310,718,922	715,323,743	5,291,680	3,779,591	8,835,576	90,227
Consumption..	310,718,922	602,902,380	3,683,214	3,779,591	8,835,576	68,898

Grand Total Board Feet
 Production..... 6,973,801,821
 Consumption.... 6,102,620,580

Grand Total Cubic Feet
 Production..... 965,806,989
 Consumption..... 851,755,831

Washington's coastwise shipments lumber for a three-year period:
In Feet

Year 1913	719,797,291
Year 1914	594,791,601
Year 1915	475,225,697

Washington's off-shore shipments, domestic:

	In Feet
Year 1913	61,065,138
Year 1914	67,937,424
Year 1915	132,028,914

Washington's foreign shipments:

	In Feet
Year 1913	319,238,171
Year 1914	296,560,405
Year 1915	208,927,527
	In Feet
Total 1913	1,100,100,600
Total 1914	959,289,510
Total 1915	816,182,138

Returns from 274 mills in the State of Washington of the cut of 1914 and 1915, given in thousand feet units:

- Year 1914—3,299,651, of this 2,567,657 was Douglas fir.
- Year 1915—3,325,862, of this 2,493,795 was Douglas fir.

LUMBER STATISTICS.

The lumber product of the State of Washington as compiled by federal government shows the immense development of that industry during the years from 1880 to 1913. It is very safe to presume that the years since 1913 show a much greater development to be continued as time goes on and as long as the supply holds out. These figures are as follows:

	Thousands of Feet
1880	160,176
1890	1,061,560
1900	1,428,205
1910	4,097,492
1912	4,099,775
1913	4,592,053

The immensity of the above figures are somewhat astounding when written down in their full periods, and for illustration we herewith make an exhibit of that for the year 1913:

4,592,053,000 feet of lumber

A foot being 12 inches long, 12 inches wide, and 1 inch thick.

Such figures may be more readily realized as to their immensity by the statement that the cut for 1913 was sufficient to enclose the globe at its equatorial circumference with a tight board fence 25 feet high and one inch thick, and have enough of the sawed product left to furnish the posts to sustain it; or if Oregon would furnish the posts our lumber cut would be ample to raise that fence 10 feet higher, and while we might not be able to furnish the nails there is quite a certainty that Pittsburgh could very readily supply them.

If 1,000 feet of one-inch lumber weighs one ton, it would take 114,801 box cars with a capacity of forty tons each to transport it in. All of these cars, figuring the gross load each at sixty tons, would be enough to constitute 3,444 trains of 2,000 tons each; and if they were coupled into one great train it would be nearly 914 miles long, or about the entire distance from Chicago to New York.

FOREST RESERVE.

Following is a list of the national forest reserves in the State of Washington as reported in the Statistical Abstract of the United States, edition for the year 1915:

Name	Acres
Chelan	687,183
Columbia	779,293
Colville	750,223
Kaniksu, part of.....	259,173
Okanogan	1,492,491
Olympic	1,536,079
Rainier	1,310,405
Snoqualmie	724,303
Washington	1,453,853
Wenaha, part of.....	311,519
Wenatchee	657,644
Total.....	9,953,166

LUMBER INDUSTRY AND EMPLOYMENT.

Another illustration of the importance of the forests of Washington as related to the matter of employment of the people is in the statement that for the period October, 1913, to July, 1915, there were on an average 20,183 males and 74 females employed in the saw, planing and shingle mills, sash and door factories, cabinet and wood-working shops, besides a large number of other industries where wood workers are employed. All of this in addition to the thousands who are engaged in the logging industry, over which this Bureau has no jurisdiction; the shipbuilding plants and a variety of enterprises not herein enumerated.

FISHERIES
OF THE
STATE OF WASHINGTON

WASHINGTON FISHERIES.

That the fisheries of Washington constitute a very important unit in the aggregate of the state's resources will be quite readily conceded from a perusal of the statistics which follow. The State of Washington is universally noted because of its immense lumbering resources and operations, referred to elsewhere in this report, and the immensity of its fisheries, principally those of the salmon canning industry. It is practically impossible for this Bureau to ascertain the conditions surrounding this class of labor, the per diem amount of the wages paid, and much other detail that we would like very much to include in this brief review. Somewhat of a nearly approximate estimate as regards the expenses connected with the industry, the investments of a permanent nature, the working capital from year to year, the value of the catch or pack and the wages paid out covering each season's operations. The figures herewith submitted are per the courtesy of L. H. Darwin, State Fish Commissioner, and taken from his Year Book for 1915.

SALMON.

Number of salmon canneries in operation..... 40

Number of men employed—

White	1,872
Oriental	1,028
Indian	182

Total men employed..... 3,082

The various devices for catching the fish, steamboats, nets and other traps, canneries, storage buildings, etc., number 1,436.

The total amount invested in the industry of a permanent nature, etc., is as follows:

Buildings and equipment of all kinds.....	\$4,612,198 72
Capital in operating.....	5,800,622 85

Total invested.....\$10,412,821 57

The average earnings per season are as follows:

White labor	\$366 23
Oriental labor	316 72
Indian labor	30 00
Total paid in wages for the season of 1915..	\$1,638,547 06

The value of the harvest of the season for the year in question was:

Canned salmon pack.....	\$6,029,892 00
Salt and mild-cured salmon pack.....	141,628 00
Kipperd salmon	793,731 00
Total.....	<u>\$6,965,251 00</u>

SHELL FISH.

Among the shell fish family the oyster takes first place in all the degrees of importance in this branch of the fishing industry; and while the business of the shell fish class is not so important here as in other points in the country at large, it is assuming pretty handsome proportions and the outlook for it most promising. It is generally conceded by connoisseurs that the Puget Sound oyster leads all of its species found on the American coast in the great essential of flavor and while much inferior in the matter of size as compared with the Chesapeake bay product it exemplifies very nicely that "very good goods are oftentimes done up in very small packages." The Willapa Harbor oyster product grades up in quality, alike the Puget Sound in all respects. Following are a few figures in connection herewith. Piece work is the general plan of operation.

YEAR 1915.

	Value
Oysters, native, sacks*	113,753 \$822,433 00
Oysters, Eastern, boxes.....	11,224 78,175 00
Clams, cases packed.....	42,592 157,164 00
Clams, fresh, sacks*	2,160 2,485 00
Crabs, in dozens.....	88,561 52,615 00
Total.....	<u>\$1,112,872 00</u>

* 100 lbs. each.

The shrimp industry for the year was:

Catch, 183,122 pounds with a value of \$9,156.11.

It may be of interest to note that the Eastern oyster fattens finely on transplantation to our waters but will not propagate its species in them, and these importations are carried on regularly. It is said that to some extent the problem of the reproduction of species of the Eastern variety has been accomplished, but not successfully, in the waters of Willapa Harbor.

FISHERIES STATISTICS FOR WASHINGTON.**Canned salmon pack of Washington, 1915:**

Puget Sound	1,269,206 cases
Grays Harbor	72,727 cases
Willapa Harbor	12,842 cases
Columbia River	238,182 cases

Total.....1,592,957 cases

Case contains forty-eight 1-pound cans. In addition, 2,881 tierces of mild-cured salmon.

The halibut catch of the Puget Sound fleet amounted to 35,520,400 pounds in 1914 and fell back to 27,906,473 pounds in 1915, caused through a scarcity of the fish in the accustomed waters.

The codfish catch for 1914 for Puget Sound is given at 1,356,000 as the number of fish; for 1915 the catch was 1,404,671 fish.

The clam industry in the State of Washington totaled in 1914, in cases, 61,679, and in 1915 the number was 78,523.

The catching of shad, though a small item, is carried on quite extensively in the Columbia river. The catch for the season of 1915 is given at 1,906 cases for Washington fishermen in those waters.

For the above figures we are indebted to the "Pacific Fisherman" year book for the years 1914 and 1915, and which is considered to be the most reliable statistical report on fisheries in the waters tributary to be had.

A FEW MORE SALMON STATISTICS.

The table herewith is compiled from figures submitted by cannery managements on blanks furnished for the purpose and left with them by the agents of the Bureau in the field.

Because of the seasonable nature of the industry, a very short season at that, adds to the difficulty in securing the desired information. While the work is on it goes through with a rush and all hands connected with these plants are very busy. Because of this, what was promised is overlooked for the time being and eventually forgotten altogether. The closing of the canning season, too, is coincidental with the time for closing the "forms" for this report.

STATISTICS OF SALMON CANNERIES IN WASHINGTON FOR THE YEAR 1915.

LOCATION	CANNERY	WHITE LABOR		ORIENTAL		Indian	Total Labor	WAGES		Season's Pack	Local White Per Cent. of Whole
		Male	Female	Chinese	Jap.			Per Day	Per Month		
Anacortes.....		323	92	97	101	...	573	\$2 25 to \$3 50	\$50 to \$125	48,730	All
Anacortes.....		63	8	6	30	62	169	2 50 to 4 00	...	56,239	.75
Anacortes.....		21	16	14	12	...	63	2 50	100	24,100	All
Anacortes.....		170	46	53	...	...	271	3 50	80 to 150	60,627	All
Bellingham.....		250	35	60	75	...	420	2 50 to 4 00	75 to 125	102,818	All
Bellingham.....		45	15	8	15	...	83	...	70 to 125	26,442	All
Everett.....		80	40	...	...	...	120	1 50 to 4 00	125	118,000	All
Everett.....		35	15	...	...	...	50	1 00 to 2 00	75 to 100	25,000	All
Friday Harbor..		15	15	41	28	...	99	1 50 to 3 00	50 to 100	84,549	.25
Lummi Island..		70	60	15	10	...	155	2 50 to 3 00	75 to 95	47,000	Camper
Lummi Island..		20	...	...	...	...	20	...	...	67,019	Camper
Richardson.....		15	7	12	...	...	34	...	75	5,400	.25
Seattle.....		10	6	20	...	...	36	2 25 to 3 50	...	14,700	All
San Juan.....		12	11	...	...	...	23	2 50 to 3 15	75 to 95	10,000	All
Totals.....		1,129	389	329	271	68	2,116	...	...	700,614	...

STATISTICS OF SALMON CANNERIES IN WASHINGTON FOR THE YEAR 1916.

LOCATION	CANNERY	WHITE LABOR		ORIENTAL		Indian	Total Labor	WAGES		Season's Pack	Local White Per Cent. of Whole
		Male	Female	Chinese	Jap.			Per Day	Per Month		
Anacortes.....	Cascade Packing Company.....	12	10	11	3	...	36	\$2 50	\$100	Not stated	All
Anacortes.....	Coast Fishing Company.....	110	17	30	7	...	144	\$2 00 to 3 50	\$80 to 150	Not stated	All
Bellingham.....	Pacific American Fisheries Co.....	150	30	40	60	...	280	2 50 to 4 00	75 to 125	50,000	All
Bellingham, So..	Bellingham Cannery Company.....	40	...	70	...	...	50	...	65 to 125	Incomplete	All
Blaine.....	Alaska Packers Company.....	250	30	30	20	...	330	...	50 to 140	25,000	All
Everett.....	Everett Packi.....	75	35	...	...	...	110	1 75 to 4 00	50 to 125	50,000	All
Friday Harbor..	Lummi Bay I.....	4	21	...	15	...	40	...	75 to 100	22,568	.00
Lummi Island..	Salmon Bank.....	10	9	...	15	...	25	2 00 to 3 50	40 to 125	8,277	Camper
Richardson.....	Wm. Turner & Company.....	4	...	10	2	...	29	2 25 to 3 00	60 to 80	Not stated	All
Seattle.....	San Juan Packing Company.....	10	...	11	...	...	21	2 50 to 3 50	70	Not stated	All
Village Point....	Carlisle Packing Company.....	40	25	...	15	...	88	2 00 to 3 00	...	to Sept. 1	All
Totals.....		713	177	192	140	...	1,162	...	...	159,345	...

HALIBUT FISHERMEN ON THE PACIFIC COAST.

The average share per man for year 1915 on market boats was \$720.00, the highest being \$1,656.00 and the lowest \$125.00. The average share per man on the steamers or the boats when men received a cent and one-quarter per pound for all fish caught, the share was \$1,050, the highest \$1,300, and the lowest \$850.00. The living quarters are of the best on the market boats and on steamers they are only medium. The food in market boats is supplied by the men and on steamers by the company and the food is considered good.

FISH MEATS VS. FLESH MEATS.

Food value of canned salmon as compared with other foods.

Canned salmon	21.8
Sirloin steak	16.5
Sugar-cured ham	14.2
Macaroni	13.4
Eggs	13.1
Spring chicken	12.0
White bread	09.0

The above is from a report of the United States Department of Agriculture, based on conclusions of the chief chemists of the department, who have given much time to investigating such scientifically.

Economic value of fish as a food, according to the New York health department; also its food value as compared with flesh meats and the relative costs.

	Pct. Protein	Cost cts. per lb.
FISH		
Haddock	13	7
Herring	19	8
Bluefish	19	10
Codfish	18	12
BEEF		
Chuck	19	24
Rump	19	24
Round	21	20
Sirloin	19	30
Ribs	18	26

The above prices are based on the conditions that prevail in New York, that cost, of course, being considerably higher in the aggregate for flesh meats than on the Pacific Coast. Correspondingly, the cost of fish, especially salmon, should be cheaper than obtains in the metropolis.

SPECIAL REPORT
ON THE
Salmon Canning Industry
IN THE
STATE OF WASHINGTON
AND THE EMPLOYMENT OF
ORIENTAL LABOR

ISSUED BY
STATE BUREAU OF LABOR
1915

By HON. E. W. OLSON

Note.—Mr. Olson was up to June 1st, 1916, State Labor Commissioner, and at that time was promoted to membership of the Industrial Insurance Commission and is at this time the chairman of that commission.

**SPECIAL REPORT ON THE SALMON CANNING INDUSTRY OF
THE STATE OF WASHINGTON AS RELATING TO THE
EMPLOYMENT OF WHITE LABOR, MADE BY THE
STATE COMMISSIONER OF LABOR,
NOVEMBER, 1915.**

Ever since salmon fishing began to develop into one of the foremost industries in the State of Washington, there has been constant agitation against the employment of Oriental labor in the canneries.

In the early days of the industry, Chinese coolie labor was almost exclusively employed, but since the passage of the Chinese Exclusion Act, the supply of this class of labor has gradually decreased until to-day but few canneries rely on securing enough able-bodied Chinamen to handle the output. With a few exceptions those that remain are becoming too old to be desirable.

It is almost invariably the rule that Japanese are filling the places thus vacated by the Chinamen, and this intensifies the problem rather than offering a solution, for the people in general have greater antipathy toward the Japs.

This sentiment is to some extent shared by the cannery owners, for the reason that the Japs are not nearly as trustworthy and reliable as the brown-hued brother of the Celestial race. Moreover they are not as amenable to the requirements of the employer, are quarrelsome among themselves, as well as less efficient in their work. As a matter of fact, the Jap laborer is looming up much stronger now than the Chinese and is causing much irritation in the communities of the state where his labor, for certain reasons, is sought in preference to that of the white workman.

These communities have, in the past, by no means been free from uprisings and demonstrations against these brown men who have invaded the field of white labor. So intense has the situation become in many instances that the arm of the law had to be exercised to its full extent before the disturbances were quelled. On some occasions the Orientals were driven entirely away from the localities where they had gathered for employment, and this was not done without bloodshed. To say the least, this spirit of retaliation is constantly fomenting, as exemplified by a demonstration that occurred in Anacortes, on the 20th of July of this year. This city is located on Puget Sound and is largely dependent on five large fish canneries, which in a good fishing season give employment to upward of 2,000 men. At the instance of this trouble nearly all of these canneries had brought Japs from Seattle and other cities to put up the season's pack. The city was unusually dull owing to a forced closing down of the lumber mills in that vicinity and unemployment was at its height. Eager to procure employment, the local workmen became enraged at the sight of the Japs coming to the canneries. Little by little the agitation gained headway among the townspeople until by the night of the 20th

a mass delegation, numbering about 200 citizens, appeared before the city council, then in session, and demanded that some action be taken by the city government to remove the Japs and give their places to the unemployed. After the adjournment of the council without any action being taken, the mass meeting resolved itself into a deliberative body and appointed a committee to confer with the cannerymen and one cannery owner was immediately interviewed during the midnight hour. No assurance was given the committee that anything could be done in the matter as the canneryman stated that he was under contract with the Jap laborers for the season, and would suffer great loss if the contracts were broken. The following morning two of the leaders in the demonstration of the previous night were arrested by the sheriff for inciting a riot, it being the general belief that if the movement was left unchecked, dire consequences would ensue. These men were later released on their own recognizance and the trouble abated, although the result of an investigation of the matter at a later date by the Labor Commissioner developed the belief that intense feeling will permanently exist among the laboring and business men of the town, which is liable to result in spontaneous revulsion on a like occasion in the future.

Another recent instance illustrating the tensify of the situation occurred at Blaine, Washington, on July 28th of the present year. Blaine is located on Puget Sound near the British Columbia boundary line, and like Anacortes is largely dependent upon fish canneries, of which there are five. On the night of this eventful day the city water main was dynamited, leaving the city without any source of water supply for some time. The significance of the deed was reflected in a placard posted at the scene of the explosion, which read as follows: "Put out the Japs or there will be something worse than this happen." Considerable concern was manifested by the cannerymen over the incident, and the population was extremely disturbed over the Jap question. About ten days later a large quantity of dynamite, with fuse attached, was accidentally discovered under a large pier leading to the canneries. No clue to the perpetrators of these deeds could be found, although it was known that secret gatherings of unemployed workingmen had been held at various times preceding the explosion.

The above facts are related simply to illustrate the antagonism against the employment of Jap labor, and an investigation of the sentiment of the people in these communities resulted in finding a strong undercurrent of hatred towards the Orientals and in fact the cannerymen were almost universally criticised for not affording the opportunity of employment to white labor. The question of whether such criticism was justified is not a matter of comment at this time, and it is not the purpose of this report to condemn the cannery owners, but rather to point out conditions as they exist, and in justice to them it may be said that good or at least plausible reasons exist why Orientals are employed. These reasons will be explained and treated in an im-

partial manner in the balance of this report, based upon numerous interviews with cannerymen themselves as well as business men and workers in the respective localities.

To begin with, the salmon canning industry is inherent to peculiar conditions, many of which are not manifest in any other industry. While salmon may be caught in the waters of Puget Sound the year around, they are of a variety that do not assemble in shoals and are therefore not available in commercial quantities. The commercial salmon consist mainly of three different varieties as follows: Sockeye, Humpbacks and Silver. The first and second named varieties begin to run in the month of July of each year and the latter variety later in the fall. But while they course the waters of the Sound each year it is impossible to forecast the size of the "run," therefore the cannerymen are at a tremendous disadvantage in preparing for a season's pack.

The year 1913 witnessed what is reputed to be the largest "run" of Sockeye salmon on record, the product of that fishing season amounting to approximately fifteen million dollars. The Sockeye is considered the superior fish of the salmon species, and shoals of this variety course their way in large numbers once every four years, and in smaller numbers during intervening years, from the depths of the Pacific through Puget Sound into Fraser river in British Columbia, where their spawning grounds are located almost at the extreme source of the stream. It is during the course of this "run" from the ocean to their breeding ground that they are caught, either by nets or fish traps, and taken to the canneries. Scientists have for years endeavored in vain to discover the reason for the phenomenon of the four-year cycles in which this particular variety of salmon runs. When the parent fish have finished spawning they enter a state of decay and die and as soon as the young fish become large enough to safely venture forth, they wend their way southward through Puget Sound into the salty depths of the Pacific, where they remain until maturity when they return to their traditional spawning grounds by coursing the beaten trail of their ancestors, provided they are able to elude the snares of the fishermen.

The problem of why these denizens of the deep migrate from salt to fresh water in vaster numbers each fourth year has never been solved, but this condition is seemingly fixed by Nature to the disadvantage of the cannerymen, and although past experience has taught him that the Sockeye makes its appearance with precise regularity, yet he is never forewarned as to quantity, and no normal standard in that respect can be predicted. This is the reason the investment of capital in the salmon industry is usually termed a gamble. During the present year the catch was more than 60 per cent less than the next lowest catch known during the past eighteen years, which was in 1907, this, in spite of the fact that many cannerymen had prepared for an average run both years.

These conditions did not, however, exist in Alaska and British Columbia, where the salmon pack this year is reputed to be the largest in history. This is attributed by some authorities to be due to the fact that the unusual weather conditions caused the salmon that were coming from the sea, to change their course farther north in the waters of Puget Sound, thereby escaping the seines and traps stationed for them in their usual course. Much difference of opinion exists, however, in regard to the unusual conditions which obtained this year, and suffice it to say that this phase of the situation is extremely problematical.

Below are given figures showing the annual catch of salmon in Puget Sound for the last ten years. During that time approximately forty canneries have been in existence, and the total number of employes have ranged from 12,000 to 18,000.

Year	No. of Cases Packed
1904	201,488
1905	1,018,641
1906	430,602
1907	608,080
1908	448,765
1909	1,632,040
1910	567,883
1911	1,557,029
1912	416,125
1913	2,583,408
1914	792,860
1915	1,260,206

Treating with the question of the supply of labor necessary for the operation of the salmon canning industry and the peculiar conditions thrust upon the canneryman which force him to meet an acute labor condition, it should be borne in mind that the average "run" of salmon seldom exceeds a period of sixty days' duration and that when the fish are caught they must be canned almost immediately to prevent spoilage. This necessitates an adequate supply of labor constantly available on the premises, as well as all the requisite appurtenances and machinery in trim running order for immediate use, so that operations may be started at a moment's notice when the first load of fish arrives.

CHINESE CONTRACT LABOR SYSTEM.

The conditions related in the foregoing are perhaps responsible for the birth of the Chinese labor contract system which has been so pronounced in years past in this industry. It is not difficult to see how the system fastened itself upon the industry, for it removes from the canneryman the risk of failure to put up the pack by placing it on the Chinese contractor, who in turn thrusts the responsibility on the individual workers by penalizing them heavily for the slightest failure to comply with the exacting conditions of the contract. Thus the canneryman is free to devote his entire time to other details of the busi-

ness and at the same time he is free from labor troubles—the one thing he most desires to avoid.

The terms of the contract between the canneryman and the Chinese contractor are usually based on a fixed price per case and a guaranteed number of cases per day, the contractor submitting to a penalty for failure to furnish a sufficient supply of labor to pack the specified number of cases, which usually amount to from 1,000 to 1,200 cases daily per unit or "line" of machinery. Generally the contractor is independent of the canneryman; sometimes he is the foreman of the crew, but always the system is the same.

Under the system the contractor in employing his help, who are almost exclusively Orientals, binds them to stipulations which compel them to stay throughout the entire season, which is usually six months, or they are penalized by a substantial reduction, or in some cases entire forfeiture, of the wages they have earned. They are required to be on hand all the time. Some days they may have not much or anything to do; on others they may be required to work as long as fifteen hours, and if they fail to respond to the call they are penalized from twenty-five to thirty cents for every hour that they are absent. Thus the contractor holds these men, the regular crew, in line for the conditions are so binding that one seldom quits.

GROUPING OF CANNERY LABOR.

The labor employed in the average cannery may be divided into three classes, as follows:

First Group.—Employees who work throughout the year. These men are more or less skilled in the work, such as white men who repair and handle the machinery, and repair, reconstruct or build additions to the cannery; the balance are Orientals, almost invariably Chinese who have been there for years and are employed making, labeling or lacquering cans, or packing them in cases ready for shipment. The wages paid workmen in this group range from \$45.00 to \$125.00 per month and board. Cannerymen claim that many of the Chinese in this group are indispensable especially during the canning season, owing to their extensive knowledge of the business.

Second Group.—The contract laborers who constitute the great bulk of workmen employed are almost exclusively Orientals, and work only during the regular fishing season which begins in May or June and ends in October or November as the case may be. The seasonal contract usually covers a period of six months. These workers are unskilled and receive a wage of from \$40.00 to \$45.00 per month, in addition to board, lodging and transportation to and from the cannery. Since the exclusion law has gradually reduced the supply of Chinese, in later years Japanese have greatly predominated in this group, and in some instances the latter are used exclusively. This labor is usually secured through Oriental employment agencies in Seattle or Portland.

Third Group.—The extra labor required during the height of the canning season generally consists of the white resident population, both men and women, who work for a few weeks, usually at intervals when needed. This labor is paid a straight hourly wage of from twenty-five to thirty-five cents, not including board. The amount of extra help needed in a cannery is a speculative feature of the work. Oftentimes the catch of fish reaches such proportions for a day or two that every available person in the town or vicinity is needed.

In summing up the number of workers employed in the canning industry, season after season, it is found that each of the first two groups remain substantially the same in numbers, except each fourth successive year when the heavy run of Sockeye occurs, at which time every cannery in the state is running full blast. It is estimated that in ordinary years about 900 to 1,200 white men and 800 to 1,000 Orientals constitute the first group of workmen who are steadily employed. The second group or the contract laborers, number perhaps from 7,000 to 9,000 in ordinary years, and 12,000 to 15,000 in the extraordinary years. The third group of extra labor is so variable that any figures that might be submitted would be based on mere guesswork. Perhaps twenty-five per cent of the total number employed each year would be a fair estimate. This would give us a total of approximately 12,000 in ordinary years or 18,000 in extraordinary years. These figures of course exclude fishermen and all workers employed outside of the canneries.

One Chinese contractor who handled eight contracts in Puget Sound canneries this year paid his common labor from \$40.00 to \$50.00 a month, together with board, lodging and transportation to and from the cannery. Nearly all of these workmen were Japs, and the few Chinamen that he employed were paid higher wages, up to \$70.00 per month, as he claimed they were better workers and more efficient. This contractor stated that white men were preferable to the Japanese for this work, but they would not be bound by the contract. A few negroes had been used and found to be satisfactory. Indians, largely used in some canneries located near reservations, were less desirable than Japs, and Hindus, he said, were the poorest workers of all.

ADVENT OF MACHINERY.

With the advent of machinery, which today to a great extent does the work formerly done by hand by Chinese, who were the pioneer workers in the canning industry, the situation has of late years materially changed.

The butchering and sliming of the fish—work repugnant to the white man—may now be done by machinery. The first machine, the "Iron Chink," has displaced a considerable percentage of labor. The name of the machine is obvious and indicates the character of its work. It slits the fish, cuts off the fins and removes the entrails. Operated by four men it can butcher enough fish in one day of ten

hours for 1,600 cases of forty-eight cans each, or an increase of fifty to seventy-five per cent for each man over the hand method, at the same time making the work much easier.

From the "Iron Chink" the fish are taken to the hand slimers. This work consists of scraping the blood away from the back bone and washing the fish. A machine recently invented may soon supplant the hand workers in this occupation, thereby making the work more agreeable. When the fish leave the slimers they are passed first to the cutting machine, then to the packer, also a machine, and finally to the sanitary canning machine which crimps the covers on instead of the old hand soldering method once done so efficiently by the Chinese. The last named machine has been in use for two or three years, which, with the packing machine, has almost entirely displaced the women workers, who formerly packed by hand and made high wages at the work, often \$6.00 to \$9.00 per day. The contractor paid six cents per case for hand work, the machine does it for less than half that amount.

The story of the changes being wrought by machinery in the canneries is similar to that in other industries. In the canneries the chief result shown is that the Chinaman, once demanded, because peculiarly adapted to the work, is no longer needed, except perhaps for the reason that his natural bent is in that direction.

CHANGED CONDITIONS OF LABOR.

The passing of the Chinaman and the coming of the Jap is looked upon with equal disfavor by the cannerymen and the white residents of the cannery communities. Incidentally it may be stated that labor conditions in the canneries have greatly improved in recent years and little of the old slaving characteristic of the contract system remains, though there still may be some conditions to which the white man would object. The canneryman frankly asserts that the white common labor that he has tried in place of the Orientals has not been satisfactory, yet with like frankness, he states that he only employed them when compelled to have them on short notice and did not give them steady work. Naturally the consequence was the employment of "drifters"—that class of workers who would serve for a little while, earning a few dollars and then drift on, never coming back, while the Chinaman and the Jap were given long term jobs and came back year after year. Should the white man be given equal opportunity for long term employment at a monthly salary, perhaps he, too, would return year after year—provided he be the right kind—not the "drifter."

WHITE LABOR AVAILABLE.

It would be futile to deny that there are many reliable workingmen in the State who would welcome the opportunity of such employment. For instance, there are hundreds of settlers on our logged-

lands whose limited means make it necessary for them to secure side employment in order to maintain themselves and their families in clearing and developing their land ready for crops. These are the most useful citizens. Their work on these lands, not being controlled by seasonal conditions, would enable them to avail themselves of employment in the canneries if they knew how to secure the jobs. Therefore, no means have been at hand for securing these jobs. The Chinese contractor, of course, had ready access to the hordes of Chinese and Japs gathered in our large cities and had no necessity in considering our white local population of small home owners. He would appeal to employment agencies when they needed work usually with poor results. Many other reliable workers in various employments of a seasonal nature would be equally anxious and free to accept cannery employment if proper opportunity were afforded. Would this plan be brought about by the Federal and State governments it would be of immeasurable service to that element of our population which is struggling against great odds in their efforts to develop our country. *Should not a National and State policy of this kind receive unqualified support from all directions?*

For years the Chinese contractor had entire command of the labor situation, but with the advent of improved machinery in later years, a few of the canneries have dispensed with the "contractor" and not altogether with the "contract system," for they still adhere to the methods used by the contractor in penalizing the workmen. Thus a new era has dawned, and at the same time another change has taken root, that of the Japanese contractor entering the field, and in the past summer, for the first time, a contract to pack the output of one of the largest canneries was awarded to a Japanese contractor at twenty-five cents per case, which was seven cents per case lower than the bid of a Chinese contractor. This incident looms into importance when it is known that almost all of the canneries on Fraser River in British Columbia have been taken over and are now owned by Japanese. Their start was obtained under the contract labor system.

No white man has ever essayed the role of the Chinese labor contractor; possibly because of his natural repugnance to the system. A white man who wanted a job in the canneries always found the Chinese agent there ahead of him. Should the white man seek a contract with the canneryman it would necessitate the modification of the agreement with his labor, as neither he nor the white workman would favor such drastic terms.

The operation of canneries by white labor exclusively hired under ordinary conditions, is by no means unknown, but there are those cannerymen who claim it has been unsuccessful for various reasons. It is, however, not the case of the Everett Packing Company of Everett, Washington, which for three years has operated with a white labor force, and a letter from the vice-president and general manager of that

company, printed below, gives a pointed review of the situation from the canneryman's standpoint:

EVERETT, WASHINGTON, Nov. 19, 1915.

State of Washington, Bureau of Labor, Olympia, Wash.

GENTLEMEN: Referring to your inquiry of November 18th, regarding the employment of white labor in canneries.

The writer has been connected with canneries in various parts of the State for the past fourteen years where Japanese, Chinese and white labor have been employed, and we believe there are canneries in operation at points where it would be practically impossible to use other than Oriental labor, at least a big percentage of the labor would be of necessity, Chinese or Japanese help.

Canneries operate from three to five months in the year, and when not in operation canning salmon, there is no work about the plant wherein any labor can be employed. In Everett, we have a city with a population of 35,000 people to draw on for labor. A big percentage of the labor we use are boys and girls from high school, as a good part of the canning season comes at the vacation period in the schools. This, you will readily see works no hardship on the help that has to be dismissed at the close of the packing season.

It is easily seen, however, that canneries located where white help is not available would be placed under great difficulties in securing the necessary white labor to conduct the work, and particularly to take care of the work in the fish house where the butchering is done.

It is our belief that any and all canneries would doubtless employ white help without question if this white help could be had, as it is not a question of wages, for it has been the writer's experience that Chinese and Japanese help as a rule is higher in price, taking the season through, than white help, owing to the fact that a good share of it has to be contracted for at the beginning of the season, and the packer takes his chances of putting up a sufficiently large pack to justify his contracting for the said help.

Until very recently, canneries were operated under what we call the old line or solder system, where it was absolutely impossible to get along without help that was accustomed to and trained in handling this solder. The writer knows from bitter experience that heavy loss would result in attempting to work white help in canneries at that time, as it was impossible to teach them in a season's work, how to handle soldered cans without immense waste in the operation.

Many of the canneries on the Sound have changed from the solder system of packing to the sanitary cans now generally in use, and we think statistics will show a very heavy increase in the percentage of white help used in all canneries. We think this matter will take care of itself, and that very rapidly. In other words, any canner or packer of salmon that can use and obtain white help, will use it in preference to Japanese or Chinese labor.

We will be glad to give you any further information on the subject that we are able to, and we trust that you will appreciate the fact that the above is our unbiased opinion, as we are using white help entirely in our plant, and have been for the past three years, and are finding it very satisfactory indeed, but on the other hand, we appreciate the fact most fully that any cannery where so located and situated that of necessity they must have outside help, they can hardly do otherwise than contract for help that has worked under the conditions every season since the beginning of the canning of salmon.

Very truly yours,

EVERETT PACKING COMPANY,

By J. O. MORRIS, *Mgr.*

There is the situation that demands relief—and the problem that must be solved. Since the Japs have come on the scene in such large numbers the canneryman's viewpoint has moderated, for they are not nearly as trustworthy and reliable as the stoucal Chinaman, and re-

cently many cannerymen who were interviewed on the subject expressed a preference for white labor, but so long as the present conditions continue, with the supply unreliable and the workmen not forthcoming when needed, they fear that their business would suffer, their "pack" will be lost, if they should attempt the change on a wholesale scale. These conditions removed, the problem will unravel itself.

THE OPPORTUNITY FOR A CHANGE.

The employment of white labor can be largely accelerated by the assistance of the Federal Labor Department through its employment agency system, which in connection with the postal service has access to laboring people living in rural districts. These people may be reached and their applications received for the work long before the canning season so that an adequate supply may be assured. Given the opportunity to get the work, many honest and reliable workers will take advantage of it. Heretofore no means for this purpose have been at their command. The manner in which the Federal Labor Department furnished workers in the berry fields and fruit districts of the Puyallup and Yakima valleys this year to the satisfaction of growers is an example worthy of notice.

But to accomplish the desired end, we must not lose sight of the fact that the canneryman must know, and without question, that his fish will be packed. How he can be assured of this, other than by the contract system, must be determined; how the right kind of white labor can be secured to do the work must also be determined. These questions must be settled before he can act freely in the matter.

The object of the Bureau of Labor in presenting this report is to open the way for a more general employment of our white home owners whose earnings will be expended in the development of the State. Heretofore they have not been given equal opportunity with the Asiatics in procuring employment in this particular industry. If the cannerymen will properly co-operate with the Bureau of Labor in this direction, and there is every reason to believe that they will, the conditions soon will be ameliorated. It is obvious that this will work greatly to the betterment of the state.

Employment Agencies and What They Are Doing for Labor

List of Agencies and Memoranda of Violations of Law Relating Thereto

EMPLOYMENT AGENCIES.

That the man or woman seeking work is no longer at the mercy of the employment agency shark is due to the enactment of a law that became effective last year, through initiative by the people, declaring illegal all collections from persons seeking employment or from any person in his or her behalf, by any individual or company. This business had flourished for a long time and those seeking employment through such agencies were made to suffer severe penalties as a result. Many thus engaged grew rich off the fees collected, and with some of the agencies, especially those in the great commercial centers, the traffic became something enormous. The bigger the city the better the business thrived, for it is there that the floating population of the laboring world usually congregates. Many of these came from remote sections of the state, from other states and therefore strangers, and this helped to enlarge the demands on these agencies of employment.

No doubt in many cases the business was conducted legitimately, on an honest business basis, but in the larger degree such was not the case. In the different cities of the state the business flourished and increased with great rapidity during the last few years and the more business the agencies secured the deeper the fee game worked. During these years development work in Washington has increased vastly, new railroads and extensions of old ones, the lumber and timber business in its various forms, factories of various kinds—all these created quite a market for labor and drew men from the remote areas of the state and from other states to the big centers of business, the great per cent of these having recourse to the various bureaus or agencies to secure employment.

We are, so to speak, a pay roll state and the greater the trend of industry to the pay roll kind the greater the demand for such information places. In times of dullness, as during the period of the years 1912 and 1913, these places did a thriving business because of so many being thrown out of employment

and sought new service and the agency was invoked and always "responded." With the rush of work, too, they had their inning, so that one way and the other, coming and going, they were the beneficiaries.

That the honest toiler was their victim there is no question; not alone of a stiff fee for the information given but a systematic method was adopted in order to keep the business going. Managers of agencies and managers of jobs, their superintendents, foremen or sub-foremen, were in this scheme for fleecing the workingman. Men in large numbers would be sent to contract jobs and if on the railroads "free fare" was part of the inducement, or perhaps the agency would charge a nominal fee if the distance was great and this, too, would become a perquisite of the bureau to finally go through the clearing house. In many cases men would be unsatisfactory, at least they would be told so, discharged in a few days and sent adrift as poor, may be poorer, than when they came there. New men would have to be secured, and thus the thing would go on revolving. So it went until at last it became so obnoxious that the public indignation was at length aroused, resulting in the passing of a law doing away with them.

Since then hundreds of thousands of dollars have been spared to employment seekers and who are also saved from exploitations of other kinds kindred to such a system. Some of the old concerns started out in defiance of law; they, however, felt its severity quickly and quit. Others adopted different tactics, such as selling something practically worthless and which cost but a few cents, for, say, a dollar, may be two dollars, and in consideration of such sale secure you a job. Still others formed what they called associations for mutual aid, levying so much per month membership dues, and in that way reached the desired end without violating the law. Such places, however, are not flourishing very rapidly and will eventually pass out.

The free agencies, we are pleased to be able to say, are growing in popularity, and while they do not advertise their business with the same thrift that the other fellows did, they are coming

into general service. There are three services of this kind: The private agency that receives all compensation from employers, either by the month, year, or per the service rendered; the federal agency, and the municipal agency; these latter two have offices in the larger places and are doing good work and the service is free to both employe and the employer. In the smaller cities and towns the federal is the prevailing agency and the postmaster of the place is usually the local representative. In connection with this phase of public service we are reminded that living and doing business within the law is not a very prominent exemplification of good citizenship, if shaped and conducted for the purpose of evading its penalties, and yet how many there are who treat their fellow men and women and who do things just that way.

We hear from time to time a good deal about patriotism in the public service; of great battlefield performances in defense of one's country, its honor and its life. Truly indeed do such achievements merit well of mankind, but these are most singular, epochal achievements, that stand out in bold relief in the annals of men and nations to be illuminated illustrations, exemplars for others.

Patriotism has also its little obligations to perform, and after all it is the little things that count, all the little doings of the men and women who compose the population of a nation or a state are the things that count for the citizenship thereof, and unless the rank and file of the citizenry is in full accord with the true spirit of justice for Justice's sake, those greater achievements of the giants of the republic will not prevail, for unless these noble examples are written in to the lives and actions of the people, the institutions of good government will not be perpetuated.

It is the spirit of obedience, conformity and co-operation with law and constituted authority that count for most; it is this standard of compliance that makes for the highest citizenship, and it is the lack of these virtues that compel so many laws, both state and federal.

What, then, of those who practice extortion on the poor, for it is the poor men and women who seek their bread in the toil of their hands; what of those who attempt to exploit such necessity? Such enterprise, if we may call it such, has no place in the roster of the legitimate, no place in equity, in justice or in any standard where humanity is involved.

Living within the law merely is a poor test of either honesty or good citizenship.

FREE EMPLOYMENT BUREAUS IN AUSTRALIA AND NEW SOUTH WALES.

From reports at hand the industrial situation in other countries as well as our own seems to have its ups and downs. In the United States laws safeguarding labor have been enacted from time to time and the system seems to prevail in all countries. Good and all as are conditions at home, and paternal indeed as our state and national governments seem to be, yet to use a slang phrase we have nothing whatever on some of those.

Notable in this spirit of paternalism is the attitude of the commonwealth of Australia. There, too, the "land shark" has gotten in his work in exploiting the opportunity to make labor seekers pay the toll. It is a matter of record in the labor annals of that country that the best records made by the private agencies in America in defrauding the laborer were no more excessive than in that country. Men who would be placed in jobs would have to pay an entire week's wage, in some cases more, for the private agency service. Stipulations drawn up in writing and signed by the applicant covering such exorbitant charge for a time were so binding that deductions by employers would be made from the wages of the men and women in their services who had signed such. Enraged at these outrageous methods, the people at last awoke to the occasion and laws were enacted that put such business into exile for good and all.

Government bureaus were opened in their stead. In these free agencies which are under the management of the government a card system is used and numbered in the order of the application. This memoranda carries a short but complete

data as to the peculiar capabilities of the applicant, his age, the work he is able to perform, skilled or otherwise, and he is treated in the order of priority of his application and his particular fitness for the work available. This card is good for thirty days, and has to be renewed at the end of that time if he still is unable to find employment. In the meantime he hustles himself, and if successful he notifies the bureau to take him off the waiting list. Employers are also provided with such cards which they fill out and file with the bureau in their city or district. In that way wants of employer and employment seeker are checked up and both supplied.

In work conducted by the government the same method is pursued and in many instances with even greater degree of paternal interest. Free fares to such places are advanced, conditional, however, that the person so favored will remain in the service for a period of at least two months; if less than that time, deductions may be made. This deduction is not for the sake of reimbursement but for the purpose of assisting men in stabilizing themselves by remaining in one place. In addition to all this there are what is known as emergency depots where men out of work can remain for a short period, are taken care of, and when they move on they are outfitted with a commissary sufficient for three or four days to sustain them while on their way. During 1914, 123,607 men applied for employment, and 48,881 employers sought the aid of the agencies for help needed, and 38,000 men secured places, while a large number were successful themselves in finding employment. In 1915 the record is that 111,339 applied for work, and that 21,270 employers' wants were filled, 39,089 secured work, and many others were successful without the aid of the agencies.

CHAPTER 1.

PROHIBITING FEES FOR PROCURING EMPLOYMENT.

Initiative Measure No. 8.

AN ACT to prohibit the collection of fees for the securing of employment or furnishing information leading thereto and fixing a penalty for violation thereof.

Be it enacted by the people of the state of Washington:

SECTION 1. The welfare of the State of Washington depends on the welfare of its workers and demands that they be protected from conditions that result in their being liable to imposition and extortion.

The State of Washington therefore exercising herein its police and sovereign power declares that the system of collecting fees from the workers for furnishing them with employment, or with information leading thereto, results frequently in their becoming the victims of imposition and extortion and is therefore detrimental to the welfare of the state.

SEC 2. It shall be unlawful for any employment agent, his representative, or any other person to demand or receive either directly or indirectly from any person seeking employment, or from any person on his or her behalf, any remuneration or fee whatever for furnishing him or her with employment or with information leading thereto.

SEC. 3. For each and every violation of any of the provisions of this act the penalty shall be a fine or (of) not more than one hundred dollars and imprisonment for not more than thirty days.

Passed by vote of the people at the general election Nov. 3, 1914.

Proclamation signed by the Governor Dec. 3, 1914.

TACOMA.

As to the good the free employment agencies are doing in behalf of the unemployed is very nicely set out in the following from the Free Employment Bureau of the city of Tacoma; H. Roy Harrison, superintendent:

From the period January 1, 1915, to January 1, 1916, a total of 4,908 persons secured employment; of this number 4,330 were males and 578 females. Of the males 159 were mechanics or skilled workers of some kind. Following is the table the above figures include:

MALES.

Housework, splitting wood, lawning and miscellaneous short jobs in city.....	1,549
Lumbering in various country districts.....	942
Railway, marine, and longshoremen.....	993
Farms, hop and berry picking, etc.....	568
Highway work	278
Total.....	4,330

FEMALE.

Cooks, waitresses, canvassers, laundresses, etc..	145
Unskilled labor of various kinds.....	433
Total.....	578
Total male and female.....	4,908

From January 1, 1916, to July 1, 1916, a six months' period, this agency found employment for 4,182 persons. Of the male help 348 were mechanical or skilled. Of the females 46 were skilled. The table is as follows:

MALE.

Mechanical or skilled labor.....	348
Common labor, all classes.....	3,834

FEMALE.

Female help, skilled.....	46
Female help, unskilled.....	113
Total.....	4,341

The business of this office shows fully 100 per cent increase for the year 1916 over that of 1915, and notwithstanding this increase in applications for places, the number of females seeking employment fell off from 578 to 159. The last showing in particular is a splendid testimonial as to general conditions, the conservation of wages, and in many instances higher compensation for work done. That many of the female employment seekers were absolutely forced through actual necessity to seek employment. In regard to the new employment agency law, he says: "There can be no doubt that it was the greatest piece of legislative work for the benefit of the laboring man that was ever enacted in the State of Washington. There are continuous rumors of its violations but evidence of this seems to be lacking."

BELLINGHAM.

The following report from the Free Municipal Employment Bureau of Bellingham for the period, January 1, 1915, to July 1, 1916, shows that the good work is going on there with proportionate success as compared with other places, and that the free

agency is coming into popularity more and more as it is becoming better known. Following is the number secured employment, by months for the time indicated. The number of men and women is not set out, as nothing but the totals for each month have been submitted:

	1915	1916
January	7	99
February	30	149
March	62	157
April	92	183
May	97	280
June	151	255
July	137	.....
August	199	.....
September	103	.....
October	74	.....
November	83	.....
December	57	.....
Total.....	1,092	1,123

Mr. A. J. Rogers, who has been in charge of the above office since January 1, 1916, reports a private employment agency in his city, maintained by the employers' association and the service is free to the people seeking employment.

EVERETT MUNICIPAL EMPLOYMENT AGENCY AND ITS WORK.

The following report from the Everett Free Employment Bureau conducted by the city government shows that this agency has been quite active in the work of securing employment for working men and women for the year 1915, and for the first eight months of the year 1916. As to how popular this agency is becoming is quite evident from the figures below; it also indicates that the chances for securing employment have enhanced very much this year, as the figures for eight months show that nearly twice as much was done in eight months of 1916 as was done in twelve in 1915.

	1915	1916
January	76	170
February	54	498
March	106	282
April	129	410
May	100	463
June	148	402
July	212	438
August	173	508
September	199	.....
October	231	.....
November	118	.....
December	101	.....
Total	1,647	3,171

Supplementing the above figures, Mr. J. Eckstrom, the gentleman in charge of this station, says:

"I have been in charge of the Free Employment Bureau since the 5th of January, 1916. During my term as agent no violation of the law has been called to my attention.

"My personal opinion as to this matter is, that the state should have charge of all public employment offices and supervision of all private offices to the extent that any law would permit. No objection could be made to the state control, and as for the timber interests, all parties have to call on the labor market in the larger cities for help. Consequently they should be willing to share the expense of keeping in operation free employment offices in the first class cities.

"I believe that some law should be enacted making the person responsible who takes out a card from any free employment office to go to the work designated on such card."

UNITED STATES DEPARTMENT OF LABOR; FREE EMPLOYMENT OFFICES.

In connection with the other employment agencies not operating under municipal management we desire herewith to present that which the agencies of the federal government have been doing towards assisting labor without cost in seeking employment. The figures, while not as large as those presented by the city agencies, are quite interesting, since they cover the entire state and they are set out in different form.

LOCATION	OPPORTUNITIES RECEIVED		APPLICATIONS FOR EMPLOYMENT		
	Applica- tions for Help	No. of Persons Applied For	Applica- tions Received	Persons Referred to Em- ployment	Persons Actually Em- ployed
Zone headquarters, exclusive of sub- branches:					
Seattle, Washington	806	1,299	10,860	1,327	1,221
Subbranches, as follows:					
North Yakima	2,958	5,794	9,875	5,585	5,472
Tacoma (federal and state).....	1,565	3,819	5,274	3,455	3,414
Walla Walla	753	1,156	2,462	1,023	1,000
Spokane	457	1,272	1,948	980	964
Kennewick (seasonal)	125	900	850	825	825
Aberdeen	149	595	2,621	595	594
Bellingham	157	491	1,020	411	376
Sumner (seasonal)	45	256	200	250	256
Colfax (seasonal)	147	222	569	206	206
Wenatchee (seasonal)	95	156	275	188	137
Everett	51	123	526	122	97
Ouster	2	8	11	8	3
Total for state.....	7,109	15,885	86,051	14,936	14,565

THE SEATTLE MUNICIPAL OFFICE.

The table herewith presented shows up well for the activities in Seattle as regards the free employment of labor, with a total number for the year of 16,955, which at a dollar per applicant means a saving of \$16,955 to them. This table only covers ten months of the year 1915 and covers a two months' period with the private free agencies in action.

Inasmuch as all the other free agencies reporting showed great gains for the six months of the present year, that of Seattle must be correspondingly as great. This table is quite interesting, as it sets out so many of the various occupations for which help was furnished, and we assume that it deals almost entirely with the employment of males.

SEATTLE MUNICIPAL PUBLIC EMPLOYMENT OFFICE.

Men's Division.

ORDERS FOR HELP. ALL FILLED. YEAR ENDING NOVEMBER 30, 1915.

	1915												Total
	Dec.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	
1914													
Laborers	462	498	419	692	639	574	740	1,367	938	1,298	1,022	761	9,485
Housemen	82	75	90	156	178	163	149	189	164	189	160	143	1,701
Coal men	94	58	27	87	22	20	12	102	53	102	69	109	705
Carpenters	10	18	18	73	40	26	34	17	48	43	29	22	325
Farmers	34	85	127	100	118	127	162	133	127	120	97	72	1,393
Cooks	6	10	9	13	19	11	18	18	27	20	15	5	197
Kitchen helper	29	43	40	44	76	41	68	147	73	86	60	82	748
Loggers (all classes)	12	35	10	48	24	23	29	94	29	23	57	89	363
Teamsters	4	4	11	23	5	10	2	5	9	20	5	7	105
Boys	15	85	42	15	25	7	12	7	21	9	7	11	206
Waiters	1	1	1	4	6	9	4	22	11	27	3	7	96
Engineers	2	2	3	2	3	1	1	3	2	1	1	1	21
Firemen	1	2	1	2	1	1	3	5	3	3	1	1	24
Painters	7	2	6	7	32	20	16	23	25	23	13	6	179
Plumbers	3	4	1	1	10	4	1	4	1	1	1	1	21
Masons	2	2	4	7	10	4	7	2	5	6	3	2	54
Harness maker	1	2	1	1	2	2	6	4	1	5	2	1	11
Blacksmith	11	10	10	14	25	9	5	26	27	13	12	43	295
Solicitor	2	2	2	6	1	1	3	3	2	1	5	3	21
Janitor	2	2	2	2	1	1	5	2	8	1	5	3	28
Latner	2	2	2	3	1	4	2	2	2	2	5	3	19
Auto driver and repairman	1	2	5	3	2	2	2	2	2	2	1	3	17
Man and wife	1	1	1	1	2	2	2	2	1	3	1	3	17
Electrician	1	1	1	1	2	2	2	2	2	2	1	3	17
Upholsterer	4	14	1	12	15	4	13	4	3	18	7	3	105
Shingle mill (all classes)	1	1	1	1	1	4	1	2	2	4	4	1	8
Splicer and rigger	1	1	1	2	1	1	1	2	4	13	4	1	27
Shingler	1	1	1	2	1	5	2	2	7	2	2	1	27
Machineist and molder	1	1	1	1	1	1	2	2	4	2	1	1	27
Porters and butlers	1	1	1	2	1	1	2	2	1	2	1	1	6

Seattle Municipal Public Employment Office—Concluded.

1915												Total
Dec.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	
Shoemakers			1	1					1	1		4
Gardeners			1	1				3				5
Post and bolt cutters				41							7	48
Helpers	1		30	14	2	5	6	7	9	4	3	90
Butchers	2			1					1		1	5
Lumbermen	5	6		31	11	1	2	5	5	7	1	54
Bakers	3			1	1		2		1			8
Cord-wood	14	26	13	40	26	26	74	19	31	30	28	229
Miner	2		2				26	1	6	17		54
Railroad men	7						6		3		60	76
Choremen	1	3									2	6
Berry pickers							31					31
Sailors							12	16			5	33
Miscellaneous	4	3	2	10	7	4	8	11	3	8	8	70
Totals	824	965	850	2,314	1,309	1,129	2,324	1,724	2,000	1,643	1,403	16,955

CITY OF SEATTLE, WASHINGTON.

DEPARTMENT OF CIVIL SERVICE.

SEATTLE, October 17, 1916.

C. H. Younger, State Labor Commissioner, Olympia, Wash.

SIR: In compliance with your recent request, we enclose herewith tables showing the work of the Public Employment Office of the city of Seattle since its organization in 1894 and giving by months the number of employes called for by employers, both male and female, for each of the first nine months of the present year. This last statement, which makes a better showing than during any previous year in the history of the office, indicates that during September, 1916, more employes were called for by employers through the office than during any previous month in the history of the office, the total being 7415, of whom 1202 were women. The average number of persons called for per month during the present year was 5290, a very large percentage of these orders being filled.

The monthly reports of the United States Department of Labor indicate that there are but two cities in the United States where employment offices conducted by city, state or national government exceed the record of the Seattle office, these being the state offices in the city of Chicago and the city of Cleveland, the public offices in these cities showing a larger record than that of Seattle. The demand for help in this city, as compared with that for the year 1915, as shown by the records of this office, indicates an increase of approximately 150 per cent, due to a general revival in business both within and beyond the city limits.

In May of the present year the Seattle Public Employment Office moved to the main floor of the new county and city building, where adequate quarters are provided for the use of this department. The women's quarters are entered from the main corridor of the building, while the men enter from a side entrance on James Street so that the two branches of the office, male and female, are entirely separate although the offices of the employes are connected. The work is conducted at present by two ladies and three gentlemen with at times one or two helpers detailed from the office of the Civil Service Department, of which the employment office is a part.

Under its present management the employment office has become more efficient than formerly in aiding the employer to secure suitable help and, as the record of the present year shows, is becoming an important medium for the assistance of both employer and unemployed. The local authorities are appreciating this service as is indicated by the fact that during the last five years four employes have been added to the office force, which admits of much better service to the public.

The passage of Initiative Measure No. 8, which deprived private employment agencies of the right to charge the laborer a fee, has meant that practically thirty out of forty employment agencies have been closed and that those who are still doing business are doing so through the assistance of employers from whom they receive fees.

Since the adoption of the Initiative Measure above referred to, the Supreme Court of the state has rendered a decision in which it is held that teachers' agencies are exempt from its operation. This has complicated the situation somewhat and has induced one or two private agents to engage in business of furnishing clerical and similar help, charging a fee therefor and collecting from the applicants for work. Prosecution has been made by the local authorities through this office in a number of cases, one of which is now pending in the Supreme Court.

The operation of the law preventing the charging of a fee to the unemployed has produced one very beneficial result in that it has removed the incentive, which has previously been present with the private agents and sometimes with employers or their foremen, to change help frequently. The tenure of employment has, therefore, been materially lengthened, a fact which can not be too strongly emphasized as beneficial to all workers.

Yours respectfully,

A. H. GRout,

Labor Commissioner, City of Seattle.

SEATTLE PUBLIC EMPLOYMENT OFFICE.

FIRST NINE MONTHS, 1916.

	Orders Received Women	Orders Received Men	Total
January	540	1,348	1,888
February	608	3,258	3,866
March	806	2,902	3,708
April	773	4,220	4,993
May	1,086	4,967	5,953
June	1,050	4,672	5,722
July	1,084	5,439	6,523
August	1,083	6,336	7,419
September	1,202	6,213	7,415
Totals.....	8,072	39,540	47,612

**SEATTLE PUBLIC EMPLOYMENT OFFICE.
GENERAL SUMMARY BY YEARS.**

YEAR	Positions Filled Male	Positions Filled Female	Positions Not Filled	Total Help Ordered	Average by Month	Total Expense	Cost of Each Position
							Cents
1894	2,724	1,248		3,967	441	\$909 65	22.98
1895	2,811	2,951		5,777	482	1,120 00	19.84
1896	1,647	1,756		3,403	284	727 50	21.38
1897	9,811	2,573		11,628	969	724 08	6.24
1898	20,889	3,794		24,183	2,015	1,877 13	5.69
1899	18,764	4,082		22,846	1,904	1,182 61	4.96
1900	22,137	5,408		27,605	2,300	1,289 41	4.49
1901	20,876	5,684		26,560	2,214	1,276 69	4.8
1902	20,722	5,183		25,905	2,159	1,320 91	5.1
1903	24,786	5,539		30,305	2,525	1,479 70	4.88
1904	16,771	3,787		20,558	1,713	1,803 36	6.36
1905	18,565	3,308		21,767	1,814	1,314 19	6.08
1906	34,282	3,552		37,834	3,153	1,111 11	4.08
1907	29,049	2,305		31,354	2,613	1,549 80	4.94
1908	20,221	2,074		22,295	1,858	1,321 70	5.98
1909	36,332	2,514		38,846	3,237	1,623 05	4.18
1910	29,010	1,821		30,831	2,569	1,620 71	5.25
1911	20,060	1,712	970	22,742	1,897	2,209 63	9.71
1912	29,858	3,071	1,787	34,666	2,889	2,273 14	6.59
1913	26,851	3,826	2,192	32,869	2,739	2,732 62	8.81
1914	15,903	2,983	1,524	21,362	1,780	3,321 15	15.08
1915	17,577	3,964	2,281	25,772	2,148	4,452 08	17.27

**POSITIONS FURNISHED BY PUBLIC EMPLOYMENT OFFICE,
SEATTLE, WASHINGTON.**

	Aug.	Sept.	Oct.
	510	1,744	
	487	2,414	
	250	331	
	3,691	1,323	
	2,427	4,949	2,
	2,739	5,859	2,
	2,869	4,167	2,
	3,884	4,575	2,
	2,751	4,880	3,
	3,923	5,267	2,
	3,081	3,925	1,
	2,498	3,674	2,
	4,669	6,708	3,
	3,246	3,974	2,
	3,068	3,186	2,
	5,175	5,040	3,
	3,180	3,207	2,
	3,140	3,461	2,
	4,210	4,543	4,
	3,191	3,914	2,
	2,286	2,244	1,
	2,235	2,640	2,

A LIST OF LABOR EMPLOYMENT AGENCIES.

The following list shows the number of employment offices or agencies operating in the state and the kind, whether federal, municipal or private agencies. This list is compiled from reports of surveys made and visits to these places.

SEATTLE.

The U. S. Government Free Public Employment Office, located in the Liberty building, Third avenue and Union street. This bureau is making a big effort to get in touch with the situation of helping the unemployed and with those who need people to work. Best possible consideration given to all applicants for place. Soliciting co-operation from employers all over the state.

August 25, 1915. The Seattle Free Employment Agency, Third avenue and James street, operated along right lines and recommended by the federal bureau. No report from them as to the business done.

The American Business Men's Association, Manhattan Life building; W. E. Rogers, manager; opened early in 1915, and has membership of 100. List of members submitted to this Bureau. In 1916 it filled the following number of positions, in June 29, in July 46, and in August 27.

Seattle Hotel News and Tourist Guide, 306 Spring street; J. Mills, manager. No information given but will render such if requested so to do. Convicted of selling jobs during August, 1915.

Employers' Free Labor Bureau, 112 Third avenue. This is an association of logging interests and mill owners; membership of 4,000. Sends out about 2,000 men and women monthly to various jobs and free service to applicant.

Crawford Brothers' Employment Office, 202 Occidental avenue. Refused all business information. Our representative not cordially received.

A. B. Wigman, 107 West Main street; compensation from employers. Makes a specialty of logging and dairying supply of men and women. Average about fifty places per month.

W. H. Uplinger, 101 West Main street; compensation from employers; general construction work; business not good.

The Japanese A. B. Association, 309 Main street. Membership fee one dollar per month. Deal in contract labor generally and principally for Alaska. Oriental in its scope of operations.

Japanese Togo Employers' Club, 411 Main street. General employment for members only.

Taisho Company, Japanese free employment agency, 609 Main street; reading club membership. Cannery and railroad work, filling about fifteen places monthly.

Young Men's Christian Association, employment department located on Third avenue; averaging about fifty positions monthly. Mem-

in the Y. M. C. A. entitles members to free service of this
of employment.

re & St. Maries Employment Office, at 215 Occidental avenue.

el Rainier Free Employment Office, 160 Main street, Seattle.

son's Labor Bureau, 209 Main street.

. Schive, free labor bureau.

ley Employment Agency.

pp, Norstrom & Riley, labor agents for the C. M. & St. P. Ry.

t Kneeland and Bert Wiseman, public labor agency, 115 Wash-
street.

nl & Rooney, 115 Washington street.

dic Teachers' Agency, 535 New York building; F. E. Hunter,
r.

TACOMA.

thwestern Employment Agency, 1309 Pacific avenue; C. A.

manager. Under salary to mills and camps, and averages

00 jobs each month.

SPokane

mployers' Association Free Labor Bureau of Inland Empire, sev-

or Hatton building. On the date of our visit to this place, July

5, no estimate of business done submitted, but the service is

free to labor applicants.

mployers' Free Labor Bureau, 205 West Riverside avenue; F. E.

ston, manager. Operating in accordance with the law, but no

s reported by them.

vation Army Free Agency, 37 West Main street; Ensign Moys,

er. Sends out help to various positions and short jobs and aver-

out 100 places per month.

deral Employment Agency, A. F. Richardson in charge, but no

s of the amount of business done.

ee Employment for Loggers Agency, Frank Rogers in charge,

upported by logging interests.

se Lawrence Employment Agency.

se American Business Men's Association.

se N. P. and Lewis Employment Agencies; headquarters in the

of the N. P. Ry. Co.; G. D. Bowler, proprietor.

llwaukee Railroad Offices; Charles Lewis, proprietor.

WALLA WALLA.

eral Employment Office; E. L. Wells, superintendent.

Cross Employment Agency; Ackerman & O'Malley, pro-

vation Army Employment Office; Adjutant Aldenburg in charge.

VARIOUS PLACES.

umbermen's Employment Bureau, 23 and 24 Wisconsin building,

ett; R. Weldauer, manager. Services reported not entirely satis-

factory to the men employed through misunderstandings of various details.

Citizens' Employment Bureau, Hoquiam; A. T. McCash, manager. This is operated by the city, but very little business done at the time of our visit, July 14, 1915, and not very much done since then.

The Federal Employment Bureau at Aberdeen, located in the Finch building, but no information as to applicants for jobs or men submitted by this office.

The Federal Employment Bureau at Colfax, a temporary provision for the caring of the needs of the men who want help and those who want jobs, was opened August 1, 1916. Estimated that this agency will send at least 800 laborers into the harvest fields of the country around about.

At Ellensburg the Y. M. C. A. were conducting an employment agency at the date of August 20, 1915, a membership plan where applicants would become members and from whom a membership fee of \$1.00 would be collected, entitling the holder of such certificate to the services of the bureau for one year. Reading rooms furnished free. Spoke to them of the advisability of turning over this feature of their work to the federal or municipal authorities.

The Lawrence Employment Agency reported that they sent out from Spokane men to jobs as follows: June, 1915, 450 men; July, 1915, 800 men

The Beattie Agency, Spokane, averaged in June and July, 1915, as many as 225 jobs, and another concern during the same period, principally lumbermen and woodsmen, about as many. Compensation in all cases for such services was paid by employing companies.

Another Spokane employment headquarters whose title we have not at hand reported that during May, June and July, 1915, they succeeded in securing places for 450 applicants, mostly men.

The Featherston free agency of Spokane sent out in five months in 1915 men to jobs as follows: March, 190; April, 100; May, 266; June, 365, and July, 700.

LAW ENFORCEMENT FOR VIOLATION OF THE LAW PROHIBITING THE COLLECTION OF FEES FROM THOSE SEEKING EMPLOYMENT.

The law prohibiting the collection of a fee for the information leading to a job, from an applicant for such employment, by an employment agency is not one easy of enforcement, owing to various circumstances. A great many subterfuges have been resorted to and in one way or another several persons whose guilt was morally certain escaped the penalties provided on purely technical grounds.

Other cases prosecutions failed in several appeal cases, witnesses at the primary hearing would have vanished if the case came on in the court of appeal. The witnesses either induced to vanish; and in many cases these men with a roving disposition would yield to the inevitable and so in this way the state would find itself lacking necessary evidence, and in case the location of such witnesses known the expense would be too great in getting them found, no bond, of course, being imposed for their ap-

Following is the list of law enforcements in this department bureau's jurisdiction:

January 5, 1915. Complaint made against H. C. Willis' agency, known as "Everybody Harbor Agency." Charged \$50 for information leading to employment. Tried, found guilty, and fined \$10.00 and costs.

January 6, 1915. A. Devenere, proprietor grocery and meat office. Charged three Italians, laborers, \$2.00 each for information. Arraigned in court January 7; guilty; fined \$2.00 each and costs.

March 11, 1915. W. J. Lawrence Employment Agency charged with collecting fee of \$3.25 each from five men for finding employment. Called in court March 17, tried, guilty, and fined \$75.00 each, total, \$120.95.

August 16, 1915. Investigation of violations as regards employment agencies, but found little co-operation in the cases from the employer, who said owing to rush of important business did not have time to handle such trivial matters. Further investigations, however, co-operated in by the local department of justice.

October 18, 1915. William Barker Employment Agency charged applicant 50 cents for getting job. Arraigned a few days later, tried, guilty, and a fine of \$1.00 with costs of \$14.00.

June 8, 1916. Complaint made by Paula Glerster against Nelson, president Seattle Adjustment Company, that he had charged \$3.00 for information by this firm for employment, but failed to secure the promised work. Money demanded to be refunded which this concern refused to do. Glerster was informed that the money paid was for membership in the association and good for one year. On trial court ruled that it was a case of fraud, and fine of \$3.00 and costs imposed.

August 24, 1915. Investigation of complaints where men reported buying jobs proved that such was not the case. In several instances with several men resulted in every instance that employ-

ment was given without fee where laborers were needed. What compensation may have been paid was through other agencies than from the men seeking work.

Spokane, December 1, 1915. Otto Howard Agency charged with collecting a fee of \$1.00 each from five men who produced a letter from him as to these jobs. In court he was asked to make copy of this letter, writing did not compare, and though the men testified on witness stand that he was the man who got their money, he was declared not guilty.

A visit to Tacoma in September, 1915, revealed that but one private agency was in operation there and that its business was on a salary basis with certain companies seeking help who paid so much per month. This concern reported as moving an average of 400 men monthly into jobs during the open season.

On May 12, 1915, complaint was made from Chehalis by two parties against W. H. Hooper of that place, the charge being hiring men for work in Valdez, Alaska, for cannery work. This case was investigated by the Commissioner and his assistant and it developed that Hooper had hired twenty-five men and had them put up \$25 each to pay fare to Valdez for a firm named Smith & McLaughlin, fare to be returned after three months' work. It developed that there was no such firm in Valdez. Hooper claimed that he was innocent of fraud and that he was duped also. He was unable to establish this exemption from blame in court at Chehalis when the case was heard May 24. The preliminary hearing was before a justice of the peace and certified to the superior court, where on June 14 he was found guilty and sentenced to sixty days in jail.

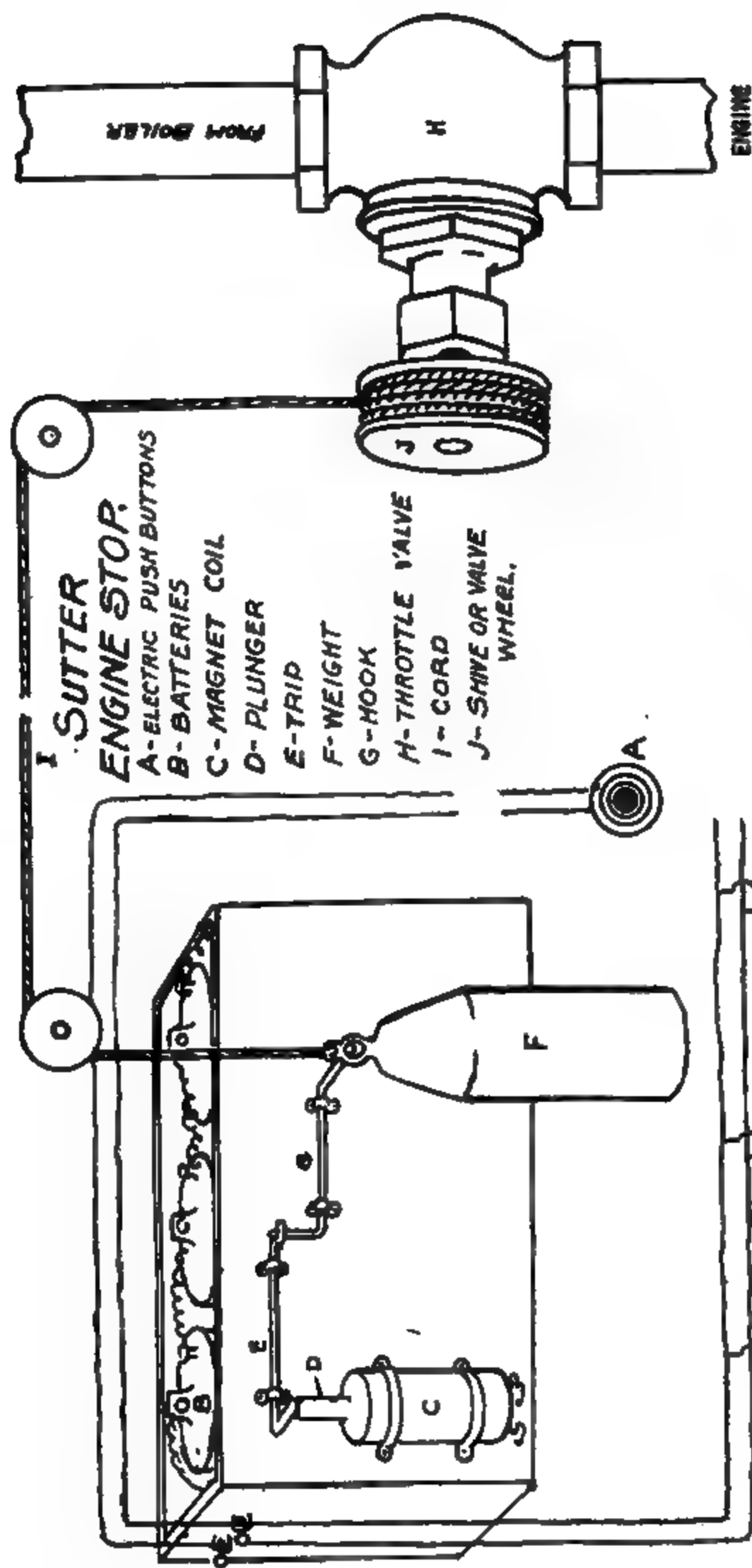
At Centralia a case was made against Gust Kollias, engaged in mining coal for the Free Burning Coal Company, that he issued two bank checks in payment for wages; the checks were refused payment for want of funds. Hearing was in justice court at Centralia, November 17, 1915. Defendant made good on the checks; paid the costs in the proceedings, amounting to \$4.70.

VARIED INDUSTRIAL PLANTS

STATE OF WASHINGTON TO THE NUMBER OF 1,111 AND
NUMBER OF MALE AND FEMALE HELP EMPLOYED
DURING THE YEARS OCTOBER, 1913, TO JULY, 1915.

The following table of statistics covering 1,111 of the industrial plants in the state for the period October, 1913, to July, 1915, are herewith presented. The arrangement of these is in district form; the first is the Seattle district including counties of Clallam, Jefferson, King and Kitsap. The second district is comprised of the county of Pierce and a portion of Lewis. The Northwest district is made up of San Juan, Skagit, Snohomish, and Whatcom. The third district includes the counties of Clarke, Cowlitz, Harbison, Klickitat, part of Lewis, Mason, Pacific, Skamania and Thurston. The Spokane district comprises all the country east of the Cascades. In the Seattle district 411 plants are included in this report. The figures for this district show quite a fluctuation in stability of employment and demand for help principally. The greatest demand for help, both male and female, was in July, 1915, the next highest that of January, 1915, and the low-water mark in demand for labor was in May, 1915. That seasonable employment for one thing is peculiar to male help than female is apparent from the figures. For female help employed runs almost level during the period. The average number of males employed in these plants is given 10,038 and the number of females 1,689. The number per plant being respectively 25 and 4.

The Tacoma district with its 145 plants, an average of 46 males and 432 females, making an average of 46 males and 432 females per plant. As is the case in the Seattle district, the fluctuation in the matter of employment relates principally to the demand, which varied from time to time 1,000 or more, the high stage of employment being January, 1915.



Quick Acting Push Button Engine Stop

The Northwest district there were 209 plants during this period and in which an average of 7,516 males and 2,285 females were employed. This gives an average of 36 males and 1.2 females per plant. In this district there is a wide range as regards the number of men employed at one time, the widest range being 2,285. Females, too, are in a decided fluctuating condition in this district and this, it is thought, that here the employments are more seasonable and show more variance.

The Southwest district where 105 plants were in operation had an average of 6,936 males and 268 females employed, or 66 males and 1.5 females for each industry. Oppor-
tunity for labor varied much in this district considering the number of industrial plants. The busiest period proved to be about April, 1914, and the dullest that of January, seasonal employment being of quite a large per cent in this district accounts for a good deal of this variance.

The Spokane district, much the largest territorially, reported 41 plants, and employed in them between the dates of January, 1913, and July, 1915, an average of 6,498 males and 2,285 females, an average per plant of 26.5 males and approximately 1.2 females. The principal industry of this section of the state is agriculture and the animal industry, and which are reflected in these figures, nor are kindred industries in the other districts of the state.

The state at large with its 1,111 plants included in this report have a total average employed, of males 37,647 and females 3,552, giving an average of 34 and 3, respectively, per plant. The best period for employment throughout the year was in July, 1915, and the lowest in January of that year. The difference shown in the matter of employment within the twelve months is for men 6,080, and for women help 391. In connection herewith is a table showing the number of men and women employed in the various trades under union labor conditions, the various vocations, wages and other information, and the conditions wherein these different conditions prevail.

Table No. 1.
SEATTLE DISTRICT WITH 411 PLANTS.

INDUSTRIAL PLANTS	OCTOBER 1913		JANUARY 1914		APRIL 1914		JULY 1914		OCTOBER 1914		JANUARY 1915		APRIL 1915		JULY 1915	
	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male
Saw, planing and shingle mills:	4,165	.....	3,488	.....	4,240	.....	4,523	.....	4,300	.....	3,625	.....	4,513	.....	4,479	.....
box, sash and door factories:	97	.....	107	.....	123	.....	148	.....	113	.....	114	.....	120	.....	120	.....
Cabinet and woodworking shops:	154	.....	148	.....	163	.....	166	.....	187	.....	179	.....	204	.....	188	.....
Ship yards:	324	.....	308	.....	336	.....	340	.....	308	.....	328	.....	349	.....	352	.....
Machine shops:	480	.....	467	.....	483	.....	499	.....	488	.....	456	.....	496	.....	480	.....
Car repair shops:	354	.....	368	.....	412	.....	398	.....	385	.....	403	.....	400	.....	436	.....
Miscellaneous shops:	310	.....	300	.....	314	.....	310	.....	257	.....	239	.....	226	.....	306	.....
Iron and steel plants:	278	.....	233	.....	266	.....	279	.....	238	.....	143	.....	245	.....	245	.....
Brick and tile plants:	122	.....	108	.....	107	.....	100	.....	102	.....	90	.....	98	.....	90	.....
Furniture and mattress factories:	201	.....	170	.....	200	.....	218	.....	222	.....	189	.....	201	.....	218	.....
Fish, fruit and vegetable canneries:	261	.....	461	.....	427	.....	419	.....	467	.....	456	.....	427	.....	413	.....
Flour and feed mills:	296	.....	843	.....	351	.....	362	.....	368	.....	365	.....	373	.....	386	.....
Laundries and dye works:	305	.....	2,619	.....	2,754	.....	2,831	.....	2,679	.....	2,638	.....	2,743	.....	2,897	.....
Miscellaneous:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals:	9,313	1,502	9,115	1,581	10,186	1,589	10,047	1,586	10,146	1,689	9,277	1,633	10,827	1,786	10,594	1,786

Table No. 2.

TACOMA DISTRICT WITH 145 PLANTS.

INDUSTRIAL PLANTS	OCTOBER 1913		JANUARY 1914		APRIL 1914		JULY 1914		OCTOBER 1914		JANUARY 1915		APRIL 1915		JULY 1915	
	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male
Saw, planing and shingle mills:	2,470	4	2,314	4	2,703	5	2,726	4	2,132	4	2,206	3	2,432	3	2,432	3
Box, sash and door factories:	330	...	321	...	342	...	307	...	342	...	333	...	346	...	300	...
Cabinet and woodworking shops:	8	...	16	...	16	...	3	...	8	...	30	...	35	...	3	...
Ship yards:	244	...	232	...	239	...	200	...	206	...	184	...	206	...	211	...
Machine shops:	1,817	...	1,406	...	1,554	...	1,708	...	1,727	...	1,811	...	1,467	...	1,512	...
Car repair shops:	95	...	105	...	127	...	129	...	120	...	107	...	112	...	107	...
Miscellaneous shops:	42	...	37	...	42	...	39	...	42	...	43	...	42	...	41	...
Iron and steel plants:	116	...	30	...	77	...	59	...	79	...	35	...	62	...	55	...
Brick and tile plants:	121	...	130	...	103	...	106	...	139	...	160	...	153	...	133	...
Furniture and mattress factories:	263	...	199	...	173	...	183	...	187	...	177	...	172	...	183	...
Flour and feed mills:	92	...	91	...	90	...	92	...	91	...	91	...	90	...	92	...
Laundries and dye works:	1,526	...	1,872	...	1,041	...	1,454	...	1,232	...	1,202	...	1,278	...	1,545	...
Miscellaneous:	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Totals:	7,124	140	6,803	423	7,226	423	7,120	420	6,303	413	5,959	427	5,444	440	6,723	447

Table No. 3.
NORTHWESTERN DISTRICT WITH 209 PLANTS.

INDUSTRIAL PLANTS	OCTOBER 1913		JANUARY 1914		APRIL 1914		JULY 1914		OCTOBER 1914		JANUARY 1915		APRIL 1915		JULY 1915	
	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male
Saw, planing and shingle mills:	5,373	7	4,435	8	5,746	7	5,726	7	4,574	7	4,652	7	5,726	7	5,697	6
box, sash and door factories.....	13		17		17		15		15		17		14		14	
Cabinet and woodworking shops.....	79		84		108		97		81		89		113		87	
Machine shops.....	235		235		235		235		250		230		250		250	
Car repair shops.....	7		9		10		10		9		9		19		10	
Miscellaneous shops.....	109		232		230		218		210		229		225		214	
Iron and steel works.....	19				18		18						5		7	
Brick and tile plants.....	19		22		22		18		17		19		13		17	
Furniture and mattress factories.....	639	160	81	2	142	2	642	251	438	104	39	3	323	8	365	149
Fish, fruit and vegetable canneries.....	44		39		22		22		42		32		21		21	
Flour and feed mills.....	56	100	59	98	56	97	55	102	55	99	52	94	52	90	52	108
Laundries and dye works.....	1,364	26	1,100	65	1,309	76	1,501	76	1,278	68	964	56	1,070	62	920	68
Miscellaneous.....																
Totals.....	8,016	367	6,292	177	7,913	186	8,547	440	6,969	277	6,361	166	7,842	180	8,324	330

SOUTHWESTERN DISTRICT WITH 10 PLANTS.

INDUSTRIAL PLANTS	OCTOBER 1913		JANUARY 1914		APRIL 1914		JULY 1914		OCTOBER 1914		JANUARY 1915		APRIL 1915		JULY 1915	
	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male
Saw, planing and shingle mills;	6,151	5	5,524	5	6,202	5	6,038	5	5,422	5	5,071	5	5,707	5	5,702	5
box, sash and door factories.....	13	.....	38	16	176	87	68	60	54	23	26	12	201	136	51	36
Cabinet and woodworking shops.....	131	.....	136	.....	128	.....	131	.....	130	.....	111	.....	122	.....	119	.....
Machine shops.....	42	.....	37	.....	33	.....	33	.....	30	.....	20	.....	29	.....	30	.....
Iron and steel plants.....	73	.....	67	.....	77	.....	65	.....	43	.....	17	.....	14	.....	17	.....
Brick and tile plants.....	42	8	.....	.....	7	15	27	.....	97	17	.....	.....	23	40	23	.....
Fish, fruit and vegetable canneries.....	65	149	60	143	63	151	79	134	70	132	73	136	71	123	75	134
Laundries and dye works.....	832	75	767	51	791	93	724	114	773	102	823	67	854	62	811	65
Miscellaneous.....																
Totals.....	7,354	237	6,029	259	7,432	351	7,216	303	6,709	379	6,156	319	7,031	300	6,803	241

Table No. 5.
SPOKANE DISTRICT WITH 241 PLANTS.

INDUSTRIAL PLANTS	OCTOBER 1913		JANUARY 1914		APRIL 1914		JULY 1914		OCTOBER 1914		JANUARY 1915		APRIL 1915		JULY 1915	
	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male	Male	Fe- male
Saw, planing and shingle mills:	1,908	6	1,912	4	2,145	5	2,517	6	1,709	6	1,905	5	2,171	6	2,856	3
box, sash and door factories.....	61	4	59	5	78	5	92	5	82	5	70	5	76	6	77	6
Cabinet and woodworking shops.....	170	.....	165	.....	185	.....	223	.....	197	.....	196	.....	237	.....	252	.....
Machine shops	1,809	.....	1,625	.....	1,638	.....	1,768	.....	1,568	.....	1,840	.....	1,401	.....	1,625	.....
Car repair shops	300	.....	160	.....	184	.....	198	.....	108	.....	156	.....	182	.....	194	.....
Miscellaneous shops	191	.....	169	.....	174	.....	140	.....	128	.....	136	.....	197	.....	161	.....
Iron and steel plants.....	221	.....	248	.....	330	.....	228	.....	118	.....	130	.....	176	.....	302	.....
Brick and tile plants.....	17	.....	14	.....	15	.....	14	.....	13	.....	14	.....	13	.....	12	.....
Furniture and mattress factories.....	346	.....	314	.....	200	.....	244	.....	301	.....	252	.....	239	.....	222	.....
Flour and feed mills.....	326	.....	323	.....	243	.....	236	.....	220	.....	297	.....	297	.....	299	.....
Laundries and dye works.....	1,434	418	1,401	340	1,453	340	1,546	339	1,438	404	1,601	341	1,520	366	1,659	360
Miscellaneous .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals.....	6,888	1,001	5,590	878	6,760	865	7,191	892	5,922	967	5,496	923	6,505	945	6,960	953

**NUMBER OF EMPLOYEES OF MILLS, FACTORIES, ETC., COVERED
BY FACTORY INSPECTION IN WASHINGTON—YEAR 1915.**

PLANTS	Number of Plants	NUMBER OF EMPLOYEES		
		White		Oriental
		Male	Female	Male and Female
Shingle mills	256	4,436		57
Saw and planing mills.....	321	12,175		501
Saw, planing and shingle mills.	36	2,145		108
Woodworking plants and sash and door factories	165	4,099	83	25
Shops (machine, car and repair shops).....	277	6,208		55
Brick and tile plants.....	22	937		
Electric and steam power plants.	72	■		
Laundries and dye works.....	173	853	2,062	137
Breweries and bottling works.....	35	969	4	
Flour and feed mills.	83	1,225	42	1
Canneries	60	1,468	1,270	1,166
Printing establishments	50	1,128	227	5
Miscellaneous	292	9,107	1,859	57
Totals.....	1,928	45,206	5,567	2,160

NOTE: The above figures include only workmen employed inside and do not represent men at work in the yards or other outside occupations. Office help is also excepted. They also include 717 inspections or 40% more than are shown in table by districts.

INDUSTRIAL PLANTS INSPECTION.

Following is a list of the number of industrial plants inspected from April 7, 1913, to August 15, 1916, and in which safety devices were lacking, and where orders for the installation of such safety appliances were written up and left with the foreman of the plant or such other proper party as the case may be. The figures are given by districts as indicated.

	No. of Plants	No. of Orders
A DISTRICT—		
7th, 1913, to April 7th, 1914.....	185	509
7th, 1914, to April 7th, 1915.....	186	577
7th, 1915, to April 7th, 1916.....	■	184
7th, 1916, to August 15th, 1916.....	27	100
Totals.....	468	1,480
TT DISTRICT—		
7th, 1913, to April 7th, 1914.....	250	806
7th, 1914, to April 7th, 1915.....	123	487
7th, 1915, to April 7th, 1916.....	25	507
7th, 1916, to August 15th, 1916.....	51	177
Totals.....	449	1,927
LE DISTRICT—		
7th, 1913, to April 7th, 1914.....	841	1,135
7th, 1914, to April 7th, 1915.....	215	664
7th, 1915, to April 7th, 1916.....	210	663
7th, 1916, to August 15th, 1916.....	65	187
Totals.....	831	2,649
ALLA DISTRICT—		
7th, 1913, to April 7th, 1914.....	418	1,480
7th, 1914, to April 7th, 1915.....	847	1,397
7th, 1915, to April 7th, 1916.....	213	910
7th, 1916, to August 15th, 1916.....	123	547
Totals.....	1,101	4,334
NE DISTRICT—		
7th, 1913, to April 7th, 1914.....	224	585
7th, 1914, to April 7th, 1915.....	136	321
7th, 1915, to April 7th, 1916.....	80	196
7th, 1916, to August 15th, 1916.....	50	138
Totals.....	490	1,240
Grand Totals.....	3,349	11,840

SUMMARY OF FACTORY PLANT INSPECTION.

Following is the number of inspections of factories made during the period for which this report is made. Names of inspectors, first inspection, also reinspection of the same plant, and number of plants that have been made O. K. as regards safety are shown. In one table the years 1914 and 1915 are consolidated, in the other each year is shown separately.

SEPTEMBER 1, 1914, TO SEPTEMBER 1, 1915.

INSPECTORS	Annual Inspection	Re-Inspection	First Inspection	New Plants	Totals	Plants OK.	Plants Not OK.	Plants Closed
W. H. Sutter.....	196	531	117	38	682	358	301	23
A. C. Hughes.....	309	306	28	41	684	450	312	71
C. H. Younger.....	727	798	58	28	1,109	654	338	111
A. A. Furber.....	207	298	.....	30	505	431	44	30
H. C. Miles.....	319	371	15	22	726	620	88	22
Totals.....	1,819	1,694	218	159	3,894	2,521	1,073	290

SEPTEMBER 1, 1915, TO SEPTEMBER 1, 1916.

INSPECTORS	Annual Inspection	Re-Inspection	First Inspection	New Plants	Totals	Plants OK.	Plants Not OK.	Plants Closed
W. H. Sutter.....	185	331	.....	27	543	278	242	23
A. C. Hughes.....	354	275	6	32	667	374	273	39
C. H. Younger.....	540	148	8	38	734	488	208	48
C. M. Shrader.....	290	117	2	6	415	296	101	18
H. C. Miles.....	321	368	11	23	723	576	138	28
O. M. Strand.....	108	8	5	9	124	81	38	5
Totals.....	1,798	1,247	32	159	3,231	2,068	985	139

SEPTEMBER 1, 1914, TO SEPTEMBER 1, 1916.

INSPECTORS	Annual Inspection	Re-Inspection	First Inspection	New Plants	Totals	Plants OK.	Plants Not OK.	Plants Closed
W. H. Sutter.....	381	608	117	65	1,225	624	548	49
A. C. Hughes.....	723	670	34	98	1,525	824	587	109
C. H. Younger.....	1,257	444	68	68	1,843	1,147	586	169
A. A. Furber.....	207	298	.....	30	535	431	44	60
H. C. Miles.....	640	739	24	50	1,453	1,196	309	48
C. M. Shrader.....	290	117	2	6	415	296	101	18
O. M. Strand.....	108	8	5	9	124	81	38	5
Totals.....	3,611	2,996	248	318	7,116	4,609	2,068	448

NOTE: C. M. Shrader succeeded C. H. Younger on promotion of the latter to be Commissioner of Labor. O. M. Strand succeeded A. A. Furber.

The relative difference in the above summaries of inspections, per inspector, is accounted for by the fact of their proximity or remoteness from each other, the size of them, etc. In some cases there may be but one factory in a town and as much time would be lost in making such inspection as if there were two or three in the same town or city.

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TRADES UNIONS.

Number of Organizations.

Location of Them.

Names of Secretaries.

Membership.

**Sick, Death and
Unemployment Benefits.**

ORGANIZED LABOR.

NOTE: Benefits are divided into three classes as follows: "A" means sick benefit; "B" means death benefit, and "C" means unemployment benefit.

LOCATION	UNION	SECRETARY	Year Organized	Benefits	Saturday Half Holiday	MEMBERSHIP		Apprentices
						Male	Female	
Aberdeen.....	Painters	E. L. Judson.....	1902	B	No	23	.....	1
Aberdeen....	Cooks and Waiters.....	J. F. Dobrowich.....	1905	A B	No	40	12	.....
Aberdeen.....	Electrical Workers	H. L. Yerkes.....	.....	B	No	23	.....	3
Aberdeen.....	Moving Picture Operators.....	D. P. True.....	1916	.....	No	.....	.....	.....
Anacortes.....	Theatrical Stage Employees.....	C. L. Barnett.....	1914	.....	No	10	.....	.....
Anacortes.....	Longshoremen	E. Jones.....	1900	.....	No	16	.....	.....
Bellingham.....	Barbers	P. E. Callender.....	1908	A B	No	70	.....	.....
Bellingham.....	Carpenters and Joiners	F. W. Johnson.....	1901	A B	No	100	.....	3
Bellingham.....	.....	S. R. Lines.....	1902	A B	No	55	.....	.....
Bellingham.....	.....	C. A. Bohrbacher.....	1902	B	No	50	6	.....
Bellingham.....	.....	Harry Oall	1909	.....	No	100	.....	.....
Bellingham.....	.....	Harry Oall	1910	.....	No	25	.....	3
Bellingham.....	Employees	E. H. Southern	1904	B	No	35	.....	5
Bellingham.....	.....	W. S. Satterles	1899	B	No	223	.....	.....
Black Diamond.....	Mine Workers	J. W. Bartoluzzi	1907	.....	No	30	14	.....
Bremerton.....	Culinary Alliance	H. P. Thurnes.....	1914	A B	No	100	.....	.....
Bremerton.....	Machinists	H. L. Mesinger.....	1901	A B	Yes	200	.....	.....
Burnett.....	Mine Workers	Chas. Oastle	1907	.....	No	.....	.....	.....
Carbonado	Mine Workers	Victor Sampl	1909	No	No	30	15	6
Cle Elum.....	Federal Labor Union.....	Theo Fisher	1913	No	No	350	.....	.....
Cle Elum.....	Mine Workers	J. Burge	1913	No	No	19	.....	.....
Cle Elum, South	Mine Workers	Chas. Koonat	1916	No	No	50	.....	.....
Durham.....	Mine Workers	Geo. Steele	1910	No	No	15	.....	1
Ellensburg	Typographical	E. J. Lindberg.....	1912	B O	No	82	.....	.....
Enumclaw	Musicians	R. T. Montgomery	1912	B	No	75	.....	4
Everett.....	Musicians	H. O. Balmer.....	.....	A B	No	75	.....	.....
Everett.....	Carpenters	O. S. Ault.....	1900	A B	Yes	23	20	.....
Everett.....	Cooks and Waiters.....	H. C. Wood.....	1902	A B	No	45	.....	3
Everett.....	Electrical Workers	Jno. Worwick .....	.....	A B	Yes	10	.....	2
Everett.....	Longshoremen	Jno. Lyons	1894	No	No	45	.....	.....
Everett.....	Machinists	O. G. Sundstrom.....	1900	B	Yes	10	.....	.....
Everett.....	Molders	O. F. Wefferling.....	1909	A B	No	75	12	.....
Everett.....	Musicians	F. O. Wagner.....	1897	No	No	.....	.....	.....

ORGANIZED LABOR—Continued.

LOCATION	UNION	SECRETARY	Year Organized	Benefits	Saturday Half Holiday	MEMBERSHIP		
						Male	Female	Apprentices
Seattle	Horseshoers	G. J. Temple	1909	AB	No	25		
Seattle	Milk Wagon Drivers	T. B. Buficorn	1909		No	110		
Seattle	Moving Picture Operators	Arthur Bohner	1909		No	74		
Seattle	Musicians	O. M. Snyder	1909	B	No	450		
Seattle	Photo Engravers	R. O. Whittlesey	1902	BO	Yes	45		5
Seattle	Plasterers	R. P. Duncan	1909	B	Yes	180		8
Seattle	Pressmen's Assistants	H. F. Larimer		B	Yes	68	1	
Seattle	Pressmen	D. T. Freshburg	1899	ABO	Yes	86		1
Seattle	Seamen	T. B. Gill	1912		No	1,100		
Seattle	Portable Engineers	H. O. McCarty	1904		No	78		
Seattle	Stereotypers	Ferry H. Baker	1909	B	No	29		4
Seattle	Street Railway Employees	Tom Waters	1912	AB	No	88		
Seattle	Structural Iron Workers	L. A. George	1901	AB	Yes	150		
Seattle	Teamsters	O. M. Dahlager	1909	AB	No	800		
Seattle	Tile Layers	E. A. Morrison	1909		No	48		
Seattle	Typographical	R. M. McCulloch	1882	B	Yes	480	7	40
Seattle	Waitresses	Allen M. Lord	1909	ABO	No	350		
Seattle	Waiters	Ed. T. Levi	1909	AB	No	315		5
Spokane	Bakers	A. J. Nourka	1908	AB	No	125		35
Spokane	Boiler Makers	F. DePeder	1909	AB	No	28		2
Spokane	Bookbinders	M. E. Brunk	1902	B	No	19	20	3
Spokane	Cement Finishers	Jas. Wilson	1905	B	No	13		
Spokane	Cooks and Waiters	O. O. Gray	1901	B	No	100	29	
Spokane	Federal	F. N. Chavez	1902		Yes	125		
Spokane	Machinists	Jas. Morrison	1902	B	No	45		10
Spokane	Moving Picture Operators	Leo Courtney	1903	O	No	31		
Spokane	Musicians	Edgar A. Smith		B	No	100	20	
Spokane	Press Feeders	A. J. Germain	1899	B	No	40		
Spokane	Plumbers and Fitters	H. A. Ohlholm	1895	AB	Yes	22		
Spokane	Retail Clerks	S. H. English	1904	AB	No	60		
Spokane	Press Feeders	S. P. Moussey	1907	B	No	24	1	1
Spokane	Sheet Metal Workers	Fred Schuler		B	No	23		4
Spokane	Stereotypers	H. M. Taylor	1910	B	No	12		3
Spokane	Structural Iron Workers	E. E. McOadam	1902	AB	Yes	35		5
Spokane	Typographical	E. O. Seoville		AB	No	900	4	14
Tacoma	Bakers	Richard Webster	1904	ABO	Yes	48		13

LOCATION	UNION	SECRETARY	Year Organized	Benefits	Saturday Half Holiday	MEMBERSHIP		
						Male	Female	Appr'n- tice
Tacoma.....	Barbers.....	Res. East.....	1900	A B	No	170	.....	7
Tacoma.....	Boiler Makers.....	A. W. Rickert.....	1911	.....	No	55	.....	5
Tacoma.....	Bookbinders.....	R. B. Pierce.....	1907	B	Yes	18	.....	1
Tacoma.....	Brewery Workmen.....	F. N. Bergen.....	.....	.....	No	90	.....	2
Tacoma.....	Carpenters.....	L. Richter.....	1900	.....	No	84	.....	.....
Tacoma.....	Cigar Makers.....	Grant Clark.....	1909	A B C	No	68	8	2
Tacoma.....	Cooks and Waiters.....	Thos. Bihoff.....	1901	A B	No	193	49	.....
Tacoma.....	Electrical Workers.....	R. D. O'Neill.....	1909	A B	Yes	16	.....	1
Tacoma.....	Electrical Workers.....	J. C. Pierce.....	1908	A B	No	120	.....	30
Tacoma.....	Garment Workers.....	Eleanor Reichardt.....	.....	A	No	7	98	.....
Tacoma.....	Machinists.....	E. P. Wilson.....	1911	B	No	55	.....	14
Tacoma.....	Moving Picture Operators.....	H. W. Weedon.....	1909	.....	No	30	.....	3
Tacoma.....	Musicians.....	A. A. Richardson.....	1902	B	No	162	54	.....
Tacoma.....	Plumbers and Fitters.....	Ray Moon.....	1909	A B	Yes	25	.....	.....
Tacoma.....	Pressmen.....	Jno. T. Hart.....	1902	.....	Yes	30	.....	3
Tacoma.....	Stereotypers.....	A. F. Miller.....	1907	A B	No	11	.....	2
Tacoma.....	Typographical.....	Eugene Goodrich.....	1908	.....	No	183	2	11
Tacoma.....	Tailors.....	Jno. P. Pawlek.....	1901	A B	No	27	5	.....
Tacoma.....	Teamsters and Chauffeurs.....	Wm. F. Dan.....	1901	A	No	100	.....	.....
Taylor.....	Miners.....	Martin Hart.....	1903	.....	No	35	.....	.....
Tono.....	Miners.....	Earl Forsyth.....	1909	.....	No	90	.....	.....
Walla Walla.....	Barbers.....	N. J. Nicholson.....	1902	A B	No	30	.....	3
Walla Walla.....	Cigar Makers.....	Geo. Surbeck.....	1900	A B C	No	15	.....	2
Walla Walla.....	Culinary Alliance.....	O. W. Miller.....	1908	A B	No	43	.....	.....
Walla Walla.....	Electrical Workers.....	E. M. Orzen.....	1907	A B	No	27	.....	4
Walla Walla.....	Painters and Decorators.....	J. O. Hazelwood.....	1902	A B	No	43	.....	2
Walla Walla.....	Pressmen.....	A. L. Anger.....	.....	B	No	14	.....	2
Walla Walla.....	Theatrical Stage Employees.....	Carl M. Owens.....	1912	.....	No	16	.....	2
Walla Walla.....	Typographical.....	J. M. Baldwin.....	1900	B	No	25	.....	5
Wilkeson.....	Federal Labor.....	Geo. Bonata.....	1913	.....	No	44	2	.....
Totals.....						10,542	450	402

NOTE: In addition to the above list there are 57 other organized unions of various industries, the secretaries of which have failed to furnish the data asked for.

TOTAL TRADES UNIONS AND YEARS OF ORGANIZATION.

6 unions were organized, 1882 to 1889 inclusive.

7 unions were organized, 1890 to 1894 inclusive.

11 unions were organized, 1895 to 1899 inclusive.

49 unions were organized, 1900 to 1904 inclusive.

23 unions were organized, 1905 to 1909 inclusive.

23 unions were organized, 1910 to 1916 inclusive.

119 total reporting.

NOTE.—From some of the unions pretty complete reports have come in. From others reports only partial in completeness, and still others who have failed to report at all.

TABLE SHOWING HOURS AND WAGES UNDER ORGANIZED LABOR.

LOCALITY	OCCUPATION	HOURS PER DAY		WAGES PER DAY		Per Cent. Idle 1915
		1914	1915	1914	1915	
Aberdeen.....	Cooks and Waiters—					
	Cooks	12	12	1 00	1 00	...
	Helpers	12	12	1 50	1 50	...
	Waiters	12	12	2 00	2 00	...
	Waitresses	9	8	1 43	1 43	...
Aberdeen.....	Electrical workers				5 00	...
Aberdeen.....	Linemen, outside				4 50	...
Aberdeen.....	Linemen, inside				5 00	...
Aberdeen.....	Linemen, telephone				4 00	...
Aberdeen.....	Telephone switchboardmen				4 00	...
Aberdeen.....	Moving picture machine operators.....	8	8	3 21	3 21	...
Aberdeen.....	Painters	8	8	4 00	4 00	.30
Anacortes.....	Theatrical Stage Employees—					
	Operators			3 00	3 00	...
	Carpenters, per show.....			2 00	2 00	...
	Propertyman, per show.....			1 00	1 00	...
	Flyman, per show.....			1 00	1 00	...
	Gripper, per show.....			1 00	1 00	...
Anacortes.....	Longshoremen	9	9		4 00	.90
Bellingham.....	Barbers	10	10	2 65	2 65	.2
Bellingham.....	Carpenters	8	8	4 00	4 00	.25
Bellingham.....	Longshoremen	9	9	4 50	4 50	.38
Bellingham.....	Musicians	8	8	3 00	3 00	...
Bellingham.....	Shingle Weavers—					
	Sawyers	10	10	5 00	4 50	.00
	Packers	10	10	3 00	3 00	.00
	Filers	10	10	5 50	5 00	.00
	Kneebolters	10	10	3 50	3 50	.60
	Knotsawyers	10	10	3 50	3 00	.60
	Cutoffmen	10	10	2 50	2 50	.00
Bellingham.....	Teamsters—					
	Teamsters and chauffeurs.....	10	10	2 25	2 50	.30
	Stablemen and helpers	10	10	2 25	2 25	.30
Bellingham.....	Theatrical Stage Employees—					
	Carpenters	8	8	5 00	5 00	.65
	Electricians	8	8	4 00	4 00	.65
	Propertyman	8	8	4 00	4 00	.65
	Flyman	8	8	4 00	4 00	.65
	Grip workers, per show.....			1 75	1 75	.65
Bellingham.....	Typographical	8	8	4 75	4 75	...
Black Diamond..	Mine workers	8	8	3 15	3 15	...
Bremerton.....	Cooks, males	10	10	1 00	3 00	.2
Bremerton.....	Cooks, helpers	10	10	1 70	1 70	...
Bremerton.....	Waitresses	8	8	1 55	1 55	...
Bremerton.....	Machinists	8	8	4 00	4 00	...
Burnett.....	Miners—					
	Miners	8	8	3 80	3 80	.5
	Timbermen and trackmen.....	8	8	3 80	3 80	...
	Inside laborers	8	8	3 15	3 15	.5
	Outside laborers	8	8	2 60	2 60	.5
	Boys, outside	8	8	1 70	1 70	.5
Carbonado.....	Mine Workers—					
	Miners	8	8	3 80	3 00	.25
	Inside laborers	8	8	3 15	3 15	.25
	Motormen and drivers.....	8	8	3 35	3 35	.25
	Timbermen and trackmen.....	8	8	3 80	3 80	.25
	Engineers	8	8	3 40	3 40	.25
	Teamsters	8	8	2 90	2 90	.25
	Outside laborers	8	8	2 60	2 60	.25

Showing Hours and Wages Under Organized Labor—Continued.

CITY	OCCUPATION	HOURS PER DAY		WAGES PER DAY		Per Cent. Idle 1915
		1914	1915	1914	1915	
	Federal Labor Union—					
	Butchers	10	10	3 50	3 50	.1
	Bakers	9	9	4 00	4 00	.1
	Clerks	10	10	2 30	2 30	.10
	Laundry workers	8	8	1 58	1 58	.12
	Teamsters	10	■	2 30	2 30	.6
	Kitchen and hospital	8	8	2 00	2 00	.....
	Cooks	10	■	3 00	3 00	.10
	United Mine Workers—					
	Coal miners	8	8	3 30	3 30	.....
South	Railway Carmen of America—					
	Inspectors	9	9	2 70	2 70	.....
	Airmen	9	9	2 70	2 70	.....
	Car carpenters	9	9	2 65	2 65	.....
	Car repairers	9	9	2 34	2 34	.....
	United Mine Workers—					
	Miners	8	8	3 30	■	.65
	Drivers	8	8	3 35	■	.65
	Engineers	8	8	3 40	3 40	.65
	Firemen	8	8	3 00	3 00	.65
	Common labor	8	8	2 00	2 00	.65
	Linotype and hand compositors	8	8	4 00	4 00	.01
	Barbers	9½	■	3 00	3 00	.05
	Carpenters	8	■	4 50	4 50	.45
	Cooks and Waiters—					
	Cooks, class A	10	10	3 57	3 57	.....
	Cooks, class B	10	10	2 25	2 25	.....
	Waiters, class A	10	10	2 50	2 50	.....
	Waiters, class B	10	10	2 00	2 00	.....
	Waitresses, class A	8	8	1 43	1 29	.....
	Waitresses, class B	8	8	1 15	1 15	.....
	Other help	10	10	1 15	1 15	.....
	Electrical Workers—					
	Line work	8	8	4 00	4 00	.....
	Telephone and telegraph	8	8	4 00	4 00	.....
	House wiring	8	8	5 00	5 00	.....
	Stevedoring	9	9	4 50	4 50	.40
	Machinists	8	8	3 60	3 60	.10
	Molders	8½	8½	4 40	4 40	.60
	Musicians	5	5	5 00	5 00	.....
	Motion picture operators	8	8	4 28	4 28	.85
	Plumbing and steam fitting	8	8	6 00	6 00	.50
	Painting and paper hanging	8	8	4 50	4 50	.50
	Sheet metal workers	8	8	4 50	4 50	.20
	Printers—					
	Jobmen	8	8	4 50	4 50	.10
	Newspaper work	7½	7½	5 00	5 00	.15
	Carpenters	8	8	3 60	3 60	.....
	Tailors (piece work) .....					.....
	Machinists' Association—					
	Machinists	9	9	4 05	4 05	.05
	Machinists' helpers	9	9	2 02½	2 02½	.20
	Mine Workers—					
	Inside workers	8	8	3 15	3 15	.....
	Inside workers	8	8	3 30	3 30	.....
	Outside workers	8	8	1 45	1 45	.....
	Outside workers	8	8	3 40	3 40	.....
akima...	Barbers	10	10	3 00	■	.02
akima...	Painting, general	8	8	3 30	3 50	.50
akima...	Theatrical Stage Employes—					
	Operators	8	8	3 57	3 57	.....
	Carpenters	8	8	3 57	3 57	.....
	Propertyman	8	8	3 00	3 00	.....
	Electrician	8	8	3 00	3 00	.....
	Flyman	8	8	3 00	3 00	.....
	Extra men	8	8	3 00	3 00	.....

Table Showing Hours and Wages Under Organized Labor—Continued.

LOCALITY	OCCUPATION	HOURS PER DAY		WAGES PER DAY		Per Cent. Idle 1915
		1914	1915	1914	1915	
North Yakima...	Typographical—					
	Machinemen, day	8	8	4 00	4 00	No
	Machinemen, night	8	8	4 50	4 50	No
	Floormen	8	8	4 50	4 50	No
Olympia.....	Barbers	9½	9½	3 00	3 00	61
Olympia.....	Culinary Alliance—					
	Cooks	11	11	3 00	3 00	...
	Waiters	11	11	2 00	2 00	...
	Waitresses	8	8	1 45	1 45	...
Olympia.....	Clerking (nothing stated).....					...
Olympia.....	Theatrical Protective Union—					
	Moving picture operators.....	2½	2½	2 50	2 50	.00
	Stage carpenters			2 50	2 50	.50
	Propertyman			2 00	2 00	.90
	Supers			1 75	1 50	.90
	Electricians			2 00	2 00	.90
Olympia.....	Typographical—					
	Job and weekly newspaper.....	7½	7½	4 25	4 25	...
	Daily newspaper	7½	7½	4 50	4 50	...
Pasco.....	Barbers			3 00	3 00	No
Port Gamble.....	Longshoremen	9	9	4 50	4 50	.60
Roslyn.....	Coal mining	8	8	3 80	3 80	.70
	Piece work	8	8	4 00	4 00	.10
Seattle.....	Asbestos workers	8	8	4 25	4 27½	.50
Seattle.....	Bakers	8	8	4 45	4 45	.04
	Assistants	8	8	3 33	3 33	.04
Seattle.....	Barbers	10	10	3 00	3 00	.70
Seattle.....	Boilermakers—					
	Boiler shops	8	8	4 00	4 00	.23
	Outside scale	8	8	4 50	4 50	.23
	Ship yards (unorganized until December 18, 1915).....	9	9		4 50	...
Seattle.....	Carpenters and joiners.....	8	8	4 50	4 50	.40
Seattle.....	Oligarmakers	8	8	2 50	2 50	.50
Seattle.....	Cooks	10	10	3 00	3 00	.23
Seattle.....	Cooks, etc. (Marine)—					
	First cooks (board included).....			2 50	2 50	.10
	Second cooks (board included).....			2 00	2 00	.70
	Third cooks (board included).....			1 50	1 50	.10
	Bakers (board included).....			2 50	2 50	.10
	Pantrymen (board included).....			1 50	1 50	.70
	Butchers (board included)			2 00	2 00	.70
	Waiters (board included).....			1 00	1 00	.70
Seattle.....	Coopers—					
	Beer cooperage	8	8	4 00	4 00	.03
	Piece work, average.....			5 00	5 00	.03
Seattle.....	Electric wire and fixture men.....	8	8	5 00	5 00	.15
Seattle.....	Garment workers	8	8	2 18	2 24	...
Seattle.....	Horseshoeing	9	9	4 00	4 00	.02
Seattle.....	Milk, driving and delivery wagons.....	10	10	3 00	3 00	...
Seattle.....	Moving picture operators.....	8	8	3 57	3 57	.10
Seattle.....	Photo Engravers—					
	Half-tone photors	8	8	5 00	5 00	.10
	Half-tone etchers	8	8	5 00	5 00	.10
	Half-tone finishers	8	8	5 00	5 00	.10
	Line photographers	8	8	4 58	4 58	.10
	Line etchers	8	8	4 58	4 58	.10
	Line finishers	8	8	4 58	4 58	.10
	Proofers	8	8	4 58	4 58	.10
	Routers and blockers.....	8	8	4 58	4 58	.10
	Color artists	8	8	5 00	5 00	.10
	Half-tone and line printers.....	8	8	4 00	4 00	.10
	Negative strippers	8	8	4 00	4 00	.10
Seattle.....	Plastering	8	8	6 00	6 00	.40

ing Hours and Wages Under Organized Labor—Continued.

OCCUPATION	HOURS PER DAY		WAGES PER DAY		Per Cent. Diff. 1915
	1914	1915	1914	1915	
Printing Press Assistants—					
Cylinder feeders	8	8	2 58	2 58	.10
Platen feeders	8	8	2 16	2 16	.10
Pressmen—					
Foremen, cylinders	8	8	4 50	4 50	.01
Journeymen, cylinders	8	8	4 08	4 08	.02
Foremen, 3 or more platens	8	8	4 08	4 08	.02
Journeymen, platens	8	8	3 58	3 58	.02
Foremen, less than 3 platens	8	8	3 58	3 58	.02
Journeymen	8	8	3 58	3 58	.02
Automatic pressmen, foremen	8	8	4 08	4 08	.02
Automatic pressmen, journeymen	8	8	3 58	3 58	.02
Holisting and portable engineers	8	8	5 00	5 00	.25
Stereotyping	7	7	4 75	5 00	.....
Operating electric cars	9-10	9-10	2 25	2 25	.....
Operating electric cars	9-10	9-10	3 20	3 20	.....
Structural Iron Workers—					
Structural work	8	8	5 00	5 00	.30
Reinforced work	8	8	4 50	4 50	.50
Pile drivers	9	9	4 00	4 00	.50
Ornamental	9	9	3 50	3 50	.40
Teamsters	11	11	2 60	2 60	.05
Tile layers	8	8	5 50	5 50	.....
Assistants	8	8	3 25	3 25	.....
Typographical—					
Job printing	8	8	4 25	4 25	.10
Newspaper work	7	7	5 25	5 25	.10
Waiters	10	10	2 50	2 50	.10
Waitresses	8	8	1 50	1 50	.....
Bakers and Confection Workers—					
Foremen, night	8	8	4 34	4 34	.20
Foremen, day	8	8	4 34	4 34	.20
Bench hand, night	8	8	3 88	3 88	.20
Bench hand, day	9	9	3 50	3 50	.20
Oven men, night	8	8	3 84	3 84	.20
Oven men, day	9	9	3 84	3 84	.20
Dough mixer, night	8	8	3 00	3 00	.20
Dough mixer, day	9	9	3 00	3 00	.20
Apprentices, night	8	8	2 00	2 00	.....
Apprentices, day	9	9	2 00	2 00	.20
International Boilermakers—					
Boilermakers	9	9	4 18	4 41	.....
Helpers	9	9	2 20	2 30	.....
Apprentices	9	9	1 08	1 17	.....
Bookbinding—					
Forwarders	8	8	3 75	3 75	.10
Finishers	8	8	4 00	4 00	.05
Binders	8	8	3 75	3 75	.10
Binders	8	8	4 00	4 00	.10
Paper cutters	8	8	3 75	3 75	.....
Binding women	8	8	1 67	1 67	.05
Binding women	8	8	2 00	2 00	.05
Cement finishers	8	8	5 00	5 00	.05
Cooks, Helpers, etc.—					
Cooks	10	10	3 25	3 25	.....
Helpers	10	10	1 70	1 70	.....
Waiters	10	10	2 15	2 15	.....
Waitresses	8	8	1 50	1 50	.....
Labor Union—					
Common laborers	8	8	3 00	3 00	.....
Street sweepers	8	8	3 00	3 00	.....
Street workers	8	8	3 25	3 25	.....
Asphalt "rakers"	8	8	4 00	4 00	.....
Asphalt "tamers"	8	8	3 50	3 50	.....
Machinists, contract	8	8	4 00	4 00	.15
Machinists, railroad	9	9	4 05	4 05	.10

Table Showing Hours and Wages Under Organized Labor—Continued.

LOCALITY	OCCUPATION	HOURS PER DAY		WAGES PER DAY		Per Cent Idle 1915
		1914	1915	1914	1915	
Spokane..	Moving picture operators.....	8	8	3 57	3 08	.8
Spokane.....	Pressmen—					
	Presswork, cylinder.....	8	8	4 00	4 00	.05
	Presswork, platen.....	8	8	3 25	3 25	.05
	Presswork, platen.....	8	8	4 00	4 00	....
	Presswork, web.....	7	7	5 00	5 00	....
Spokane ..	Plumbers and fitters.....	8	8	6 50	5 00	.10
Spokane.....	Printing Press Assistants—					
	Cylinder feeders.....	8	8	2 75	2 75	.02
	Platen feeders.....	8	8	2 25	2 25	.02
Spokane.....	Sheet Metal Workers—					
	Jobbing, general.....	8	8	4 50	4 50	.35
	Cornice and skylights.....	8	8	4 50	4 00	.35
Spokane.....	Stereotyper.....	8	8	4 00	4 00	No
Spokane.....	Structural Iron Workers—					
	Steel bridges.....	8	8	5 00	4 00	.10
	Reinforced concrete steel workers.....	8	8	4 50	4 50	.10
	Pile driving.....	8	8	4 00	4 00	.10
Spokane.....	Typographical—					
	Printing, job.....	8	8	4 25	4 25	.02
	Printing, news.....	7½	7½	4 00	4 00	.02
Tacoma.....	Bakery and confection.....	9	8-9	3 50	4 00	.10
Tacoma.....	Barbers.....	10	9	2 05	2 55	.02
Tacoma.....	Boilermakers—					
	Railroad work.....	8	8	3 72	3 72	No
	Railroad work, helpers.....	8	8	2 04	2 04	No
	Contract shop—Boilermakers.....	8	8	4 00	4 00	No
	Boilermakers' helpers.....	8	8	2 16	2 16	No
Tacoma.....	Bookbinders (all classes).....	8	8	3 50	3 50	.10
Tacoma.....	Brewers Union—					
	Brewers.....	8	8	4 00	4 00	No
	Bottlers.....	8	8	3 50	3 50	No
	Drivers.....	9	9	3 80	3 80	No
	Engineers.....	8	8	3 00	3 00	No
	Firemen.....	8	8	3 50	3 50	No
	Malsters.....	8	8	4 00	4 00	No
	Yardmen.....	8	8	3 00	3 00	No
Tacoma.....	Carpenters—					
	Building, construction and repairs.....	8	8	3 50	3 50	■
	Olgarmakers.....	8	8	1 50	1 50	.25
Tacoma.....	Cooks and Waiters—					
	Cooks.....	11	11	3 00	3 00	.05
	Kitchen helpers.....	11	11	1 75	1 75	No
	Waiters.....	10	10	2 00	2 00	.05
	Waitresses.....	8	8	1 50	1 50	.08
Tacoma.....	Electrical Workers—					
	Inside wiremen.....	8	8	4 00	4 00	.30
	Linemen, power.....	8	8	4 40	4 40	.05
	Linemen, telephone.....	8	8	4 00	4 00	.05
	Linemen, apprentices.....	8	8	2 75	2 75	.05
Tacoma.....	Garment Workers—					
	Cutters.....	8	8	3 75	3 75	.05
	Seamstresses.....	8	8	1 00	1 00	.25
Tacoma.....	Machinists, locomotive.....	9	9	4 05	4 05	No
Tacoma.....	Moving picture operators.....	9	8	3 00	3 00	.30
Tacoma.....	Musicians (irregular; depends on the place and price).....					.75
Tacoma.....	Plumbers and Fitters—					
	Plumbers and steam fitters.....	8	8	5 00	4 00	.25
	Gas fitters.....	9	8	3 50	3 30	.30
Tacoma.....	Printing—					
	Pressmen, cylinder.....	8	8	4 50	4 50	.25
	Pressmen, platen.....	8	8	3 55	3 55	.25
	Machine operators.....	8	8	4 00	4 00	.25
Tacoma.....	Stereotyping—Newspaper.....	7½	7½	4 50	4 50	.01
Tacoma.....	Typographical—					
	Newspaper.....	7	7	5 75	5 75	.15
	Book and job.....	8	8	4 37	4 37	.10
Tacoma.....	Tailors Union—Journeyman.....			2 00	3 00	....

Following Hours and Wages Under Organized Labor—Continued.

OCCUPATION	HOURS PER DAY		WAGES PER DAY		Per Cent. Idle 1915
	1914	1915	1914	1915	
Teaming, general	10	10	2 70	2 70	No
Mine Workers—					
Miners	8	8	3 80	3 80	No
Motormen	8	8	3 35	3 35	No
Drivers	8	8	3 35	3 35	No
Timbermen	8	8	3 80	3 80	No
Bunkermen	8	8	2 75	2 75	No
Mine Workers—					
Miners, class A	8	8	3 80	3 80	No
Miners, class B	8	8	2 00	2 00	No
Miners, contract	8	8	5 00	5 00	No
Barbers	10-12	10-12	3 00	3 00	No
Cigarmakers (piece work)	8	8	3 25	3 25	.80
Restaurant	11	11	2 47	2 47	.20
Electrical Workers—					
Armature winders	8	8	4 50	4 50	.04
Electric light and railway linemen	8	8	4 50	4 50	No
Telephone linemen	8	8	4 00	4 00	.04
Wiremen	8	8	4 50	4 50	.15
Painters and paper hangers	8	8	4 00	4 50	No
Pressmen—					
Cylinder	8	8	4 00	4 00	No
Cylinder, assistants	8	8	2 50	2 50	No
Platen	8	8	3 25	3 25	No
Web	8	8	4 00	4 00	No
Web, assistants	8	8	1 00	1 00	No
Theatrical Stage Employees and Moving Picture Employees (combination houses)—					
Carpenters	8	8	3 00	3 00	No
Electricians (per performance)			2 00	2 00	.....
Flymen (per performance)			2 00	2 00	No
Flymen assistants (performance)			1 25	1 25	No
Grips (per performance)			1 25	1 25	No
Propertyman (per performance)			2 00	2 00	No
Propertyman assistants (performance)			50	50	No
Overtime (per hour)			25	25	No
Moving picture operators	8	8	3 00	3 00	.15
Vaudeville—					
Carpenters (per week)			25 00	25 00	.....
Propertyman (per week)			20 00	20 00	.....
Propertyman assistants (per week)			15 00	15 00	.....
Flyman (per week)			18 00	18 00	.....
Typographical—					
Machinist operator	8	8	4 50	4 50	No
Operator	7½	7½	4 00	4 00	No
Floormen	8	8	4 00	4 00	.2
Federal Labor Union—					
Butchers	9	9	3 40	3 40	No
Carpenters	8	8	3 75	3 75	No
Clerks	8	8	2 90	2 90	No
Engineers	8	8	3 25	3 25	.25
Laborers	8	8	2 00	2 00	.38
Quarrymen	8	8	3 00	3 00	.25
Teamsters	9	9	2 00	2 00	No

BUDGET
OF THE
ANNUAL COST OF LIVING
OF A
Family of Five Persons

APRIL 1916

Compiled by
STATE BUREAU OF LABOR
EDWARD W. OLSON, Commissioner
OLYMPIA

year sees increases in the cost of living of an average family of five persons in the State of Washington, varying, of course, as they live in the larger cities or the smaller towns, but also among the three largest cities and among the three largest counties of the state, and this steady rise in the cost of foodstuffs is fully set forth in the comparative budget for the years 1914, 1915, and 1916, just issued by the Bureau of Labor.

In 1914 the Bureau undertook its first survey of the cost of living. In the same period in 1915 it repeated its inquiry, and again the same budget was compiled. The result is proof that a family of five persons who spent \$418.46 for their foodstuffs and fuel in 1914, if they lived in Seattle, spent \$443.72 in 1915 for the same, and that this year their cost will be \$461.42.

It is not quite fair to judge the entire state by what has happened in the cost of foodstuffs in Seattle, for the increase has been greater there than anywhere else. But there has been an increase in the same; from \$431.57 in Tacoma in 1914 to \$437.35 in 1915, and \$424.03 in Spokane in 1914 to \$463.50 in 1916, and a lesser increase in the sectional divisions outside these largest cities.

Western Washington, this table indicates, is the cheapest section of the state in which to live, the cost there today, even though it is greater than in 1914, being less than in Eastern Washington and the Northwest section. Peculiarly, it is the only section in the state in which there has been no increase in the last year, the amount of increase being so slight as to be negligible, though in common with the rest of the state the 1915 budget was higher than the 1914, in this instance by \$12.89. A family of five persons can live in this section at an average cost of \$424.89 per year for foodstuffs and fuel, where it would cost \$435.78 in Northwestern Washington and \$453.55 in the Eastern part of the state.

High food prices, rates, rents and the nature and extent of the competition for foodstuffs doubtless accounts for the variations, while the general increase is probably due largely to the war, and the wonder is that it has not been greater, in view of the large exports of foodstuffs. The increase in the total for Eastern Washington is principally due to the increase in the cost of fuel, more than any other single item. It may also be noted that, although the grand totals of the budget are higher this year than last, there are a number of items, such as flour, wheat and potatoes, that are cheaper than in 1915; while the increases are to be seen in the cost of sugar, butter and eggs. The prices upon which the budget was based were obtained from forty-four cities of the state, and were the retail prices on these items when sold in small quantities, as they are usually sold to the average family. The items in the budget were first compiled in 1914, after consulting with different families, investigating the average monthly accounts of numerous families, and aver-

aging the variations in the quantities until the sum total of the food solids agreed with that usually consumed, and this identical budget was followed in compiling the figures for 1915 and 1916, so that the comparison of increase is a true one.

Many interesting variations in the prices of different commodities, as shown in the accompanying table, might be pointed out and various conjectures based thereon, if the student cared to do so. The budget is given here in complete detail (table referred to faces this page), so that persons who desire may indulge in some comparisons, while the Bureau so shows the method by which it obtained the grand totals.

THE REACH OF A DOLLAR.

In the table which follows we give a list of thirteen of the staple articles of food and the range in the cost of them at six different periods during the past twenty-five years, and as the figures indicate at five-year periods. These figures are taken from the 1916 edition of "Retail Prices," issued by the federal government. From a perusal of them it will be seen how rapid and persistent has been the advance in the costs of living. They may also have an added value as in some measure explaining the reason for much of the unrest among the industrial workers and the numerous and sometimes violent demands made by them in order that they may accomplish their purpose of receiving more money for the work they do.

As no luxuries are included in the list no excuse can be made but that the high cost of living hits the financially poor man so much harder than it does the fellow a little higher up. These figures cover what is termed the "western division" of the country and in this zone or district the State of Washington is situated. What is herewith given is but a small specimen of the entire list of actual necessities for every man, woman and child.

There is another point worth considering in this little table and that is, after admitting the fact that substantial advance in wages of working men and women have been made, the really net increase to the workers have been very small because of the seeming inevitable law of compensation that takes it away from them in one way and another that which has been given to them.

	1900	1905	1900	1905	1910	1915
Round steak, pounds.....	8.4	8.9	8.1	7.7	6.4	4.1
Pork chops, pounds.....	8.5	8.4	7.9	7.0	5.9	4.1
Bacon, smoked, pounds.....	7.8	7.2	7.0	5.2	3.6	3.1
Ham, smoked, pounds.....	5.7	6.1	5.7	5.1	3.8	3.1
Lard, pure, pounds.....	9.8	8.8	9.1	7.8	5.7	6.1
Hens, pounds.....	5.2	6.0	5.8	5.3	4.2	4.1
Eggs, per dozen.....	3.8	4.2	4.4	3.9	2.6	2.1
Butter, pounds.....	3.4	3.7	3.2	3.2	2.5	2.1
Milk, quarts.....	13.9	13.9	14.3	13.7	11.1	11.1
Flour, wheat, bag of 25 pounds.....	1.57	2.02	1.98	1.44	1.23	1.1
Corn meal, pounds.....	38.5	45.5	47.6	37.0	32.3	29.1
Potatoes, Irish, pecks.....	3.6	5.2	4.4	4.0	3.5	4.1
Sugar, granulated, pounds.....	12.5	16.9	15.9	15.4	15.3	14.1

Tenth Biennial Report

SHOP SAFETY CAMPAIGN.

of the very hopeful signs of the times that has been waged during the past year of Washington for the prevention of accidents in the coal and other industries where many are engaged. Accident prevention in the United States has probably made more progress during this time than has been accomplished during the quarter of a century.

Big transportation companies took the initiative in this manner for the purpose of self protection from the point of view, as well as from the humanitarian point of view. The obligation resting upon the companies for the responsibility was a big drain on the resources. The publicity given to such occurrences was not sufficient to advertise, and then the overlying motive was to prevent.

The best proof of the good effect of this system is the fact that, keeping everlastingly at it, for the past year, a greatly reduced per cent of accidents took place, fewer wrecks, and when wrecks do occur, less loss of life and destruction of property. In the case of steel cars were not in use as much as in the past. Devices too have saved a large per cent of the injuries that would have gone to accrue to employees of the rail. All this in the face of a tremendous increase in the number of trains, the tremendous increase in the tonnage weight of trains, far more tonnage and innumerable more tonnage moved than in the days when wrecks on the rail were the rule rather than the exception. The contagion of this good work of "safety first" has spread so that this desire has invaded almost every industry, and all of those that come at all under the class of hazard-

magazines, the trade journals and the daily press, as well as the indispensable weekly newspaper, have conducted a

DANG

LOOK OUT FOR SL FROM ABOVE

POWERED BY ELECTRIC MOTOR



TYP

not accidents
and your fellow
men of your

not to make
possible for
by accident
be welcome.

WEAR GOGGLES

SAFETY FIRST

If You Are Not Authorized

By the Foreman to Operate this Machine

KEEP YOUR HANDS OFF

Page 1

POWERED BY ELECTRIC MOTOR

WARNING

The operator is positively forbidden to clean or adjust
this machine while it is in motion. See that safeguards are
in place and everything clear before starting.

Superintendent.

POWERED BY ELECTRIC MOTOR

Page 2

DON'T LOSE YOUR EYESIGHT!

FLYING CHIPS FROM THIS MACHINE
STRIKING YOUR EYE MEANS
BLINDNESS

WEAR GOGGLES

aid campaign in behalf of accident prevention and it is presuming too far to say that thousands of lives have been saved as a result, as well as countless numbers, almost, being spared a hand or an arm or an eye they could not afford to lose, because of this glorious campaign.

A few years ago the question of "safety first" was a kind of occasional topic that would come up whenever some very serious calamity through accident occurred, it would be a seven day wonder and then all would be forgotten until something as bad or worse happened to be another seven day wonder, and so it went day to day and from year to year. Now that the doctrine of safety protection is being preached in lodge room and from the printed page a thing of daily occurrence with this emphasis on safety, and then the propaganda who make a work of pointing out all these possible dangers and devising ways and means to eliminate them. The per cent of accidents have grown comparatively few compared with a few years ago in proportion to the volume of business then and now. The crusade has been spoken of as eternal and it has been systematic. Employes are learning to yield gracefully to the new doctrine and what was formerly a restraint with them an irksome restraint of freedom to do as they pleased has become a habit to the contrary. The spirit of recklessness, of who's afraid, men are not so given to the course as in that way now as they used to be.

A large number of the big corporations operating in industry have installed safety departments in their plants and thousands of plants have established a system of safety inspection in which officers and workmen are enrolled in membership.

The guarding of dangerous machines and situations is never ending, there is always something needed to be done. The introduction of a new machine means the necessity of another safeguard; old safeguards become broken and when in that condition the menace of the machine they are designed to protect against becomes worse than before they were put around it, therefore the defects will be needing repairs from time to time; a broken plank or board in the floor needs repairing, and so it goes on

indefinitely, and the good work of being always on the skirmish line must be kept up if the end aimed at may be even nearly accomplished.

Let us suppose that a mill or factory is ideally safeguarded by mechanical devices, that every machine in operation is made as safe as it is possible for human ingenuity to devise a remedy in the way of a mechanical protection. The floors may be as smooth as a boulevard, abundance of sunlight may burst

Gasoline Engine Safeguarded.

in with its cheery influence; you may have all these adjuncts to safety, and yet the students of the situation tell us, that after you have done all this you have but supplied fifteen per cent of the total one hundred per cent of safety possible or achievement.

It was the poet Burns who write that "the man's the gowd for a' that;" and so it is on the rail, in the mill or factory, any place where industry hums, people employed thereon or therein the eighty five per cent of safety is in the man himself.

Safety Covering for Belting.

interest in his fellowman, the one who takes his cue
parsimony, and because what was good enough when he
the game with machines, or may be it is his son that has
to the proprietorship of such industry through heritage,
it should be good enough for others, is the policy of

ing to the class known as industrial standpat-
progressive men.

littering the floors, if a saw or shingle mill,
shavings through which workmen have to
time, nails or bolts protruding through the
uch rubbish, and in that way become a secret
g block always ready to trip a fellow up and throw
or against a machine in operation.

ly lighted and illy ventilated buildings add to the lurk-
gers and then the crowding of floor space with machines,
two machines where there is but really room enough for
in that way expose the workman to danger because of
nt room to work.

second cause, that in some of the mills men are being
every day almost, they are put to work at machines
them and which they therefore do not understand, do not
ate the danger in their operation. Many times they
en little or no instructions as to them by the man who
e plant, the superintendent, and perhaps the foreman
hus engage himself; under such circumstances
ected less than a crippled employe, the victim
d neglect as to at least a rudimentary insight
es of such a machine.

regards the physical condition of the mills and factories
be well to remark in connection with this story that the
worn out plant with a capable foreman and an interested
cor, men who are always on the job, always on the look-
danger ahead, will have far fewer accidents than will the
up-to-the-minute plant with all its artificial devices for

safety and neglects the human element of safety, through careless foremen and correspondingly careless workmen. As stated before the human element of safety with its eighty-five per cent of responsibility is after all the real big thing.

Courtesy of Smith Cannery Machines Company. In operation in their
Seattle Plant.

Accident prevention involves two essential elements, viz.: safeguarding devices, and safety education, in each of which there is much detail work to be followed carefully. Experience during the past decade of years has conclusively demonstrated

regarding in these two units of accomplishment constitute more than a one-man job.

Satisfactory results can be obtained only through the highest and most intelligent measure of cooperation and instruction between employers and employes and this must be accomplished through a thorough organization. The employer himself must be interested, he must be the mainspring in the movement. His place is one of preeminence, for it is his property. When he expects to properly educate his men he must be the center in such a movement and only in that way will the proper responsibility be assumed by the workmen in the way of safety for themselves and their associates. Without this feeling of responsibility general interest will not be awakened and sustained in safety first work.

The problem must touch each one of them closely and they must be brought into direct and close relationship with their superiors, their superintendent and their foreman, and organization is the only method that can be successfully pursued.

The form and character of any organization will naturally depend upon the work to be performed, hence the responsibility to be taken up by a safety committee, all of whom should be live men and bosses, before determining what the form of the organization will be. The work of safety instruction can best be accomplished with such a committee, one not too cumbersome in its personnel, a committee who will meet periodically to discuss ways and means of safety, men who during work hours are mingling their thoughts with their labor and from their own day's experience glean more knowledge and impart it to their associates.

Posters and pictures depicting and describing the hazards attending the work should be properly placed on bulletin boards designed for that purpose, these to be changed from time to time so as to keep up an air of freshness and newness, in that way keep up interest in the work on the part of those who read them. Card signs that are furnished free by the Bureau of Labor should also be posted, if possible in juxta-

A Man Killer.

Made Safe.

to the danger they are intended to be warning signs
this way the men will be more interested because man-
ually is somewhat of a rainbow chaser and is always on
lookout for something new. The man who will not respond to
interest manifested in his welfare must indeed be of a very
order if he will not reciprocate and show interest in his
half and for others. This safety business is like all
ion, it must be acquired and the worst feature of the work

Safeguarding a Lathe.

adults, not children, are the pupils and therein lies the
ty.

the Spring of 1914, Governor Ernest Lister, through the
a, set a precedent worth following when he started a
ent along safety lines and within a very short time a
y first" boom was under way in most of the manufactur-
ants of the state.

was the first time such a movement was inaugurated on
scale, embracing as it did then, and does now, so many
industries. On June 11th, 1914, safety committees to
mber of 233 were in organized form in the different plants

coming under the jurisdiction of the Bureau, through the factory inspection law. On October 1st following the number of these safety committees had increased to 423 and, all told, 1283 men were acting on such committees. In October, 1916, the number of safety committees in action in the state was 660 and the men forming these committees numbered 2,072, and if the figures at the present time could be had they would show a decided increase.

Another feature of the campaign for the prevention of accidents in industries is that shop safety committees have been organized in the vocational or manual training departments of the schools of Seattle, Spokane, Tacoma, Bellingham, Everett, Centralia and in many of the smaller cities and towns throughout the state. It is the fact that more boys and girls even in the small communities are taking to manual training and domestic science, and in several communities business men and workmen of various classes, in some cases women, take advantage of the night courses in manual training work, so that in this way is the principle of "safety first" being inculcated, for in most all cases these manual training departments are models of neatness with up-to-date machinery properly installed and safeguarded, so that the lesson of safety is presented in everything that surrounds the boy and girl while at work in these places.

Following is a list of the number of safety committees in the plants throughout the state which the inspectors of the Bureau are watching closely and also the number of the school safety committees in five of the principal cities of the state.

RECORD OF SAFETY COMMITTEES.

	October 1st, 1916.	
	No. Committees	Members
Seattle District (C. M. Shrader).....	232	678
Tacoma District (W. H. Sutter).....	64	195
Spokane District (H. C. Miles).....	77	241
Centralia District (A. C. Hughes).....	90	311
Everett District (O. M. Strand).....	197	645
Totals...	660	2,072

School Safety Committees.

Seattle District	3	29
Tacoma District	2	12
Spokane District	6	18
Centralia District	4	27
Everett District	5	37
	<hr/>	<hr/>
Totals.....	20	123

PROPER TREATMENT OF SMALL INJURIES.

By Dr. W. H. Lipscomb.

NOTE—Dr. Lipscomb as the representative of the American Red Cross spent the greater part of one year, during the years 1915 and 1916, in the State of Washington, visiting the lumber and shingle mills, the camps and factories; principally in Western Washington. He counseled with the employers and the employees along the line of proper treatment of injuries of a small nature, and in first aid work for more serious cases. So heartily did he enter into this endeavor, and which service was wholly free of state aid, that much good has been accomplished through this work of his. As a matter of well deserved courtesy the Bureau has thought it proper to incorporate this highly instructive article in permanent binding and in that way associate Dr. Lipscomb, and the association that sent him, permanently with the work of "safety first" in this state.

This article is written for the benefit of those interested in one of the most vital phases of the lumber industry, looking at it, of course, purely from a physician's standpoint, and the author asks small credit for originality, preferring that it be taken as indicative of the views of the profession, a treatment culled from the vast mass of medical experience on the subject, and therefore possibly the best to be offered at this time. It is especially recommended that attention to this be given by foremen and time-keepers in logging camps, and superintendents, foremen and timekeepers in mills, and that they do not neglect the man in plant or camp who takes a special interest in such, and candidly may be better qualified in some places than the above mentioned. I will also explain that this article is but an extract from my routine lectures and therefore has the stamp of approval of the surgeons I have met in charge of contract practice here and there, and in suggesting that a copy be placed in the hands of your foremen in camp or mill, that you also show it to the surgeon doing your contract work.

A time-tried and trite quotation of mine is that "the fate of an injured man depends upon into whose hands he first falls," and as men will nearly always attempt to do something, why not insist on the correct practice being followed in this particular, as well as in other details in the lumber game? The intelligent handling of a case may mean much for the man who happens to be injured; neglect of proper emergency treatment even in these so-called and too often let alone trivial injuries, may seriously handicap the injured man and the doctor who falls heir to his condition. About ninety-five per cent of men injured have attention from their fellow workers before seeing the doctor, and the various opinions thereon are responsible for many cases of blood poisoning. It should be further impressed upon the man who does this work, that he must necessarily feel the sense of responsibility, and not treat the question merely as a "red tape" routine. The ancient idea of covering the wound with anything handy and trusting to the man's native resistance no longer harmonizes with surgical common sense.

geon should hold himself responsible. The education of the men that fear of infection is better than hospital regrets, and the use of proper dressings, are the two main essentials in this type of injury.

So far as the application of a drug is concerned tincture of iodine is the reigning favorite just now, and one of the most easily applied. It is commonly used too strong and a one-half or one-third strength accomplishes as much as the usual preparation, without blistering or other harmful results. Iodine can then be safely recommended, not as a cure-all by any means, not as an infallible agent, but merely as a sane and practical first treatment of wounds of the type under discussion here. If men in industrial plants would report to the designated authority, as soon as possible after getting hurt, and ask for the application of iodine and a sterile dressing much more working time would be added to their pay checks and less paid out by the employer on insurance—it will prove a "two-way blessing." If there is any irritation, bleeding, pain or throbbing in the wound it should be referred to a physician. Do not apply iodine too often. Allow it to dry before putting on the dressing, and under no circumstances make the mistake of soaking the dressing with it, as such has been done resulting in bad burns. It can be poured into the wound, and allowed to drain off, but this is wasteful; better use a camel hair brush which has been made a part of the stopper, or absorbent cotton mop on end of stick. The first method is safer.

Iodine is not to be used in eye injuries, abdominal injuries where a section of the intestine may protrude, large mashed or contused areas, or the raw surfaces of burns—these exceptions must be remembered.

Tincture of iodine, even if properly prepared, evaporates quickly through a cork stopper, soon becoming dense and irritating, and should be kept preferably in a rubber-stoppered bottle. The standard brown solution is looked on with more favor by the medical profession than the colorless preparations. Iodine should best be diluted with pure grain alcohol, but let no one make the mistake of trusting his already abused digestive system to separate iodine crystals from alcohol radicals. The bottle should be marked "poison" in letters plainly read. The treatment of iodine poisoning in the hands of the layman is to give an emetic such as mustard, quantities of starch, hot black coffee as a stimulant, and go posthaste for the nearest doctor.

Small wounds are broadly divided into three classes: Incised, such as are made by a sharp knife, for which iodine is especially valuable, and which usually heal very rapidly under correct treatment; bleeding therefrom depending, of course, upon location and depth of cut. Punctured wounds, as are made by a nail entering, say, the foot, and the all too common "jagger" wounds of the camps. The main danger in these lies not so much say as to whether a nail is clean or rusty, but what it carries into the wound with itself. Iodine can be

over these, but the treatment is not always successful, since they do not penetrate into the depths of the wound, and it is far more advisable to have a doctor look at these when possible, as they usually need opening to allow of better drainage, and should not be "jabbed" by the first man in the camp who happens to volunteer his services.

Third type of wounds are the contused or crushed variety, which are troublesome not only from a danger of spreading infection but also from the comparative slowness with which they heal. The best treatment for these is the application of a sterile surgical dressing, and the case then referred to the choice of attending physicians. A crushed foot may also be rendered more comfortable by the use of well-padded splints, care being taken that they are not too tight, and also keeping the leg raised in a comfortable manner for the patient while in transit.

Well, though, in all these above types of injuries, do not forget to clean with water, or try to swab out specks of foreign material.

Furthermore guard against the usual temptation to pick up bits of tissue or foreign material with the hands. Again do not let the injured man dictate about the use of peroxide, bichloride, or turpentine. Turpentine is a "weak sister" to iodine, and is by no means a safe substitute, also some bad burns have resulted from its use. Pure alcohol (externally) is a better substitute, though now difficult to come by in camps in Washington, Oregon and Idaho.

After allowing the iodine to dry, place the sterile dressing thereon, and be careful that no part of the dressing goes on the hands, or comes in contact with the hands, clothes and other things.

Submitting the above I feel secure that if all the directions are followed out, much practical good will ensue, pleasing alike to the employe and attending physician. If you are interested in the subject, please re-read and then save, or pass the magazine containing it to some one who may derive profit therefrom.

Having my address in care of Mr. Robert B. Allen, editor the Washington Lumberman, to whom is to be given chief credit for organizing Red Cross work in the Washington lumber field, I will not acknowledge any correspondence pertaining to the above subject, except in general work in this state.

DEATHS AND INJURIES IN HAZARDOUS INDUSTRIES.

Herewith is submitted a table of statistics covering the injuries of all kinds occurring in the industries of the State of Washington, classed as hazardous, during the year ending December 31st, 1916. The total number of deaths is shown, also the number of cases of permanent and temporary disability and the number of work days resultant from such temporary disability.

There are two classes of accidents included in these tables: the mechanical and the non-mechanical. The first mentioned includes all accidents, fatal or otherwise, that resulted directly in the operation of mechanical devices in these industries, of one kind and another.

The second class includes all forms of accidents connected with such hazardous occupations but not from direct mechanical operation and embraces those resulting from carelessness and indifference on the part of the injured themselves and carelessness and indifference of others.

While in many cases the entire responsibility is not blamable on the victim himself it will be seen that in some of them a large per cent of responsibility rests with him and those associated with him in the work in hand and may be traceable to what may be termed a total disregard of the doctrine of self-preservation.

For the use of these tables in its report the Bureau of Labor desires to thank the Industrial Insurance Commission, which furnished them, for the service.

MECHANICAL INJURIES.

Table No. 1.

AGENCY	Fatal Acci- dents	Per- manent Total Disa- bilities	Tem- porary Total Disa- bilities	All In- juries	Work Days Lost	Safe G'rded	Not Safe G'rded	Other
Factories, dynamos, fly- wheels, etc.	4	1	118	118	3,083	23	11	79
Steam pumps, etc.			5	5	85	1		4
Boilers, etc.			126	126	3,319	39	27	66
			10	10	128	2	5	3
	2		37	39	1,735	9	3	30
Hoists	2		98	95	2,390	23	6	64
	11		427	428	14,574	22	16	278
and hoisting ma- chines			12	11	336		4	8
Lifts	3		25	29	1,264	8	4	14
Cranes (steam, portable, etc.)	1		49	50	1,962	10	2	27
Conveyors	1		72	73	1,846	11	6	62
and conveying ap- paratus			58	58	1,696	6	1	51
Trains			3	3	24		1	1
Trains, etc.	4		62	66	1,739	1	2	59
Trains			1	1	26			1
Trains or cars	3	2	64	74	1,314		1	63
and derailment	3	1	56	60	2,261	1	1	54
Push cars, speeders			16	16	373	1	1	14
Jump cars, tram cars			63	63	1,404	5	2	59
Trains			1	1	23	5	2	51
Trains			12	12	288	2	1	9
Trains (driven)	3		740	743	19,897	416	44	289
			70	70	1,846	23	1	43
			44	44	1,252	23	5	17
			12	12	237	2	1	9
			9	9	109	3		6
	1		56	57	1,309	15	3	26
Cables, chains and ropes			102	102	2,144	21	3	63
Hoisting machines (cooperage,			1	1	24			1
working machines			19	19	375	2	2	15
and machinery			30	30	231	3		17
Presses, paper cut- ters, etc.	1		20	21	319	7	1	12
Machinery (sewing ma- chines)			6	6	91		2	4
and motorcycles	5		68	73	2,303	3	3	62
Milling machines			62	62	1,230	13	7	37
			5	5	64	3		3
Other power ham- mers			23	23	321	6		17
			19	19	399	5	4	10
			6	6	122			6
Grindstones, etc.			6	6	81	1		5
Grindstones, etc.			11	11	98	1	1	9
Fragments of pol- ished			11	8	36			8
Used in bakeries, dry establishments		1	15	14	261	2		13
at elsewhere speci-			46	46	1,273	13	4	24
	49	5	2,740	2,794	77,435	775	125	1,823

NON-MECHANICAL INJURIES.

Table No. 2.

CAUSES	Total Acci- dents	Per- manent Total Disa- bilities	Tem- porary Total Disa- bilities	All Non- Mechan- ical Injuries	Work Days Lost
Explosives (powder, dynamite, etc.).....	7	3	17	27	861
Explosions and ignition gases, dust, etc....	85		70	105	1,086
Explosion of boilers, steam pipes and other machines			15	15	525
Other injuries from steam and hot liquids...	4		45	52	388
Caustics			21	21	315
Explosions of molten metals.....			10	19	492
Other accidents from molten metals.....			79	79	1,365
Vats, pans, etc. (containing hot water, liquids or caustics).....	1		20	20	570
Electricity	5		25	43	399
Fire and heat, n. o. s.....	2		45	45	795
Fall from ladder.....	21	2	244	267	13,005
Fall from machinery, trucks, engines, etc...	12	2	185	200	6,531
Fall caused by collapse of support.....			169	169	7,027
Fall through opening in floor, etc.....			94	94	2,704
Fall in hoisting shaft, etc.			3	3	690
Fall on stair steps, etc.....			30	30	673
Fall on level by slipping.....			969	969	22,357
Fall on level by tripping.....			182	182	4,380
Fall by jumping.....			112	112	2,218
Other falls			275	275	11,744
Falling overhead coal, rock and earth (min- ing, quarrying, excavating, etc.).....		4	454	456	12,285
Hits or cave in (earth, rock, etc.).....	4		37	41	1,089
Falling pile of material (grain sacks, coal, cement, etc.)		1	60	61	1,587
Falling timbers, lumber, etc.....	1	1	758	760	18,224
Falling trees	54		273	309	13,085
Bolling or moving logs.....	44	1	473	518	17,085
Other falling objects (walls, doors, lids, etc.)	21		1,000	1,117	27,706
Tools or weights dropped by persons injured			175	175	2,117
Falling objects dropped by other persons...			31	31	515
Fall of material from trucks, cars or trains in transit			64	64	2,165
Handling trucks, wheelbarrows scrapers....			405	405	9,699
Handling or moving heavy machinery, stone or other materials.....			325	325	10,695
Handling of lumber, timbers, etc.....			545	545	10,280
Cause insufficiently described for classifica- tion			11	11	131
Lifting	4		495	449	8,974
Struck in eye by piece of metal, glass, em- ery dust, etc.....		2	410	412	6,513
Other injuries from flying objects.....	7	1	559	567	13,108
Vehicles and accidents caused by animals...	6		229	225	9,474
Hand tools (hammers, knives, wrenches, files, etc., meat hooks).....	1		367	365	6,125
Tools in hands of fellow workmen.....			65	65	1,791
Caught on nail, sharp projection, etc.....	4		365	369	4,966
Out on glass.....			49	49	322
Out by axe or adz.....			657	657	12,588
Injured by stepping on nail, etc.....			157	157	1,541
Injured by cross cut saw.....			179	179	2,317
Injured by peavy, pick, pickroom.....			172	172	2,304
Injured by hand brakes (street cars, etc.)..			2	2	42
Puncture by splinter, cable strand, etc.....			437	431	6,979
Inhalation of poisonous gas.....			3	3	63
Fall in water, drowning, and not otherwise explainable	9				
All other			185	185	2,944
Swinging door			34	34	679
Devil's club			12	12	147
Exhaustion from handling lumber.....	1				
Operation strangulated hernia.....	1				
Chilled in water.....	1				
Fell upon upturned pick.....	1				
Totals.....	229	17	12,073	12,511	291,265

Table No. 3.

PERCENTAGE SUMMARY OF MECHANICAL INJURIES.

	Total Claims	Mechan- ical Injuries	Per Cent. of Total	SAFE GUARDED		NOT SAFE GUARDED		Per Cent. of Total Claims Due to Lack of Safe Guarding
				No.	Per Cent. of Mechan- ical Injuries	No.	Per Cent. of Mechan- ical Injuries	
.....	11,887	2,801	21.96	709	21.7	145	5.7	1.27
.....	16,113	2,794	18.45	709	27.5	198	6.9	1.27

Table No. 4.

PERCENTAGE SUMMARY OF NON-MECHANICAL OR
PERSONAL FAULT INJURIES.

FAULT	1915		1916	
	Number	Per Cent.	Number	Per Cent.
de.....	9,956	89.	14,089	94.77
fault.....	569	5.3	417	2.8
ant's fault.....	168	1.5	820	5.16
fault.....	13	.1	11	.07
fault.....	6	.05	5	.03
on's fault.....	17	.16	25	.17
uncertainable.....	445	3.9	.....	.....
.....	11,190	100.0	14,818	100.0

SPECIAL SURVEYS OF CONDITIONS

SURROUNDING

**Moving Picture Operators in Their
Work**

Cement Plant Workers in Theirs

AND

Longshoremen of Puget Sound

By Mrs. Elizabeth Davies

A SURVEY OF MOTION PICTURE OPERATORS IN WASHINGTON.

factor in the industrial world, but one which has assumed important proportions, is the exhibition of pictures. In the State of Washington alone there are many picture operators. This number does not include many of the smaller towns who operate their own and consequently largely control their own working conditions. These are not taken into account in this survey, but it is arranged to secure a certain amount of knowledge of the health, the working conditions, and the general welfare of the operators, as well as the health hazards of the occupation.

Industrial *health* hazard may be defined as any condition or manner of working that is unnatural to the physiology of man being so engaged.

The safety inspector looks for hazards to life, limb and health and is guided by standards of protection present, which may fall below the minimum required by law. The *medical* inspector looks for hazards to health and longevity, and his standards are the presence, or absence of well recognized health hazards, and the amount of health occupational diseases and accidents.

INDUSTRIAL HEALTH HAZARDS.

Devitalized air	Inactivity
Temperature extremes	Infection
	Poisons
Fatigue	

The most important feature of the survey is the worker himself.

Most workers are much more susceptible to the above mentioned health hazard than others. It matters not how healthy

the surroundings of certain occupations may be, there are some classes of persons who should never engage in them, but this is usually arranged by natural selection. For instance delicate and weakly people do not follow the hard and more fatiguing or heat exposing trades. Then again some will physically adjust themselves to the hazard. Employers often use this defense, and sometimes employes as well.

The Spokane Labor World of July 8th, 1916, contained a news item regarding a campaign inaugurated by the Moving Picture Operators of Los Angeles for better ventilation for its members while working. The president of the union stated that they had had two deaths as a direct result of the confinement under which they labored; and they were paying sick benefits in an effort to combat further fatalities.

There is no single standard by which the purity of the air or the efficiency of ventilation can be determined. But, at least we must admit that the following are factors:

- | | |
|-------------------------|--------------------------------|
| 1. Temperature | 4. Amount of C. O. it contains |
| 2. Humidity | 5. Dust, bacteria and gases. |
| 3. Movements of the air | |

In a general way it may be stated that the best results are obtained when the temperature is between 62° and 68°; the moisture between 50 and 75 per cent; C. O. not in excess of 10 parts per 10,000 units, and finally, freedom from excessive dust, bacteria, gases, etc.

HYGIENIC HEALTH HAZARDS.

In visiting the 34 booths during service hours, four only had thermometers, the lowest temperature registered being 80 Fahr. In twenty-four the heat was excessive. The booths varied in size, but each contained two machines; the smallest was 7½ ft. by 7½ ft. by 7 ft. high, where one person only could stand. It was noticed that in all booths fire protection for the safety of the public was well considered, but the operator would be sacrificed in many instances, as in some cases the machines nearly block the doorway. In one booth was running

telephone, a clothes closet, and every convenience; the booth may be small, overheated, no water or any other convenience. Each man works eight hours, usually in two shifts, divided in four hours each, or in two-hour and six-hour shifts. Anyone who understands the hygiene of the motion picture business can quite comprehend that at times great hardship may be experienced through inability to leave the booth when necessary. One operator stated that he had had to undergo an operation for an illness brought on by the lack of facilities in or out of the booth, or relief operator. One operator confessed that he had once been obliged to declare an intermission in order to go downstairs for personal relief, but he felt that a confession of this act would probably jeopardize his position; modern motion picture houses insist upon a continuous performance, as intermissions classify them in a lower grade. Operators noticed that the men take a great interest in their work and show an appreciation of its hazards. Some have arranged for eye-shields to protect their eyes from the lights in the booth; others have cut holes so they may easily watch the picture on the screen, and one man proudly showed colored glasses worn over the machine to save the eye-strain. All operators welcome the new improved machine, which is a great factor in reducing the amount of dust. On the whole the operators seemed careful and conscientious in the booths. Many who work in windowless booths stated that during the short days of the year they rarely see daylight. The operators keenly realize the danger to which they are exposed by the conflict between the need for ventilation and its needs, and the fire ordinances of various cities. This is one of the most serious problems confronting the health of the operators. The man sitting in the booth is assured of good air and a comfortable temperature. The man back in the booth many times has to contend with the air rising from the audience, as the high power fans in the booth for purposes of ventilation tend to draw foul air from the house through the observation openings, which in some instances are too large.

His work is nerve straining, and the temperature he works in varies from 80° to 98° Fahr., at times more.

Out of the 50 operators interviewed 18 were between the ages of 20 and 25; 24 between 25 and 30; 10 between 35 and 46 years. It will be noticed that all are in the prime of life. Fifteen are carrying life insurance; 29 were under weight; 15 were normal, and 2 over weight.

Their time of service as operators was: Thirteen, 1 to 5 years; twenty-nine, 5 to 10 years; eight, 10 to 20 years. Their wages vary from \$21.00 to \$30.00 per week. As will be noticed by the foregoing, the wages are sufficient to place the workers in good home living conditions; 32 out of the 50 are married. It might be mentioned here that many of the wives worry about the health of their husbands, and do all they possibly can to offset in the homes the conditions endured in the booths. That home conditions help considerably is shown by the men who lived out of the city. They seemed healthier than those living in downtown hotels; the latter, however, were single men.

The following table is intended to show at a glance the statistics mentioned in the foregoing report:

Booths visited	34
Using thermometers	4
Temperature registered	88° F.—86° F.—80° F.
Heat excessive, operator dressed lightly.....	24
Temperature dropped lower by use of high-power fans.	10
Windows were found in.....	17
Ladder entrance	13
Stairs	11
Steps from balcony.....	10
Size of booth—	
Smallest	7½' by 7½' by 7' high
Largest	10' by 14' by 8¾' high
Running water	12
Toilet	1
Telephone	1
Relief during service hours.....	9

sphere—	
heavy	5
rusty	5
hooded lamp	6
operators interviewed	50
led	32
e	18
al weight	19
r weight	29
weight	2

.....	20 to 25 years
.....	25 to 35 years
.....	35 to 46 years

of service—	
.....	1 to 5 years
.....	5 to 10 years
.....	10 to 20 years

es—	
.....	\$20 to \$25 per week
.....	\$25 and over
.....	Under regular wage

Five complained of eye trouble and had to place themselves under a specialist. Seven were very nervous. Two were hectic in appearance. Six were sallow. Five had tuberculosis in the family.

In conclusion, the survey shows that regardless of the size of the house, certain conditions in the booth are essential to the health and protection of the operator.

It seems it not inappropriate to include herewith, for the information of those in authority and with power to remedy, a list of improvements in the conditions that surround the moving picture operators and which they deem of greatest interest to their physical well being, their ability to perform their work well, and to the end that their years of usefulness be prolonged:

Ventilation.
Adequate system of ventilation in the booth which will insure a sufficient amount of fresh air, with sufficient humidity and circulation.

Temperature.
After the installing of the ventilating system the temperature can be controlled. Every booth should have a reliable thermometer and

Third, Conveniences.

"Running water is absolutely essential. Opportunity for relief, when necessary, should be afforded by the house if proper conveniences are not installed in the booth. Telephone connections should be made between booth and manager's office."

Fourth, Fire Protection.

"Machines should be installed so that the operator can reach the door easily. Ladder entrances to booths should be abolished. Chemical fire extinguishers in each booth should be compulsory."

Fifth, Dark Booths.

"New theaters should not be permitted to erect dark booths. Buildings being remodeled as theaters should also come under this rule, and no booths less than 8 feet high."

THE MASSACHUSETTS LAW REGARDING VENTILATION AND OPERATING ROOMS.

Operating room to be provided with an inlet on each of the four sides, the said inlet to be 15 inches long and 3 inches high, the lower side of the same not to be more than $2\frac{1}{2}$ inches above the floor level, said inlet to be covered on the inside of the wire not greater than a $\frac{1}{4}$ -inch mesh netting to be firmly fastened to the asbestos board by means of an iron strap and screws. In addition to the above, there shall be an inlet in the middle of the bottom of the operating room, if possible; otherwise, in the side or rear of the operating room not over $2\frac{1}{2}$ inches from the floor. Said opening to be not less than 160 sq. in. area for No. 1 operating room, 200 sq. in. area for a No. 2 operating room, and 280 sq. in. for a No. 3 operating room, connected with the outside air through a galvanized iron pipe with a pitch from the operating room downward to the outside wall of the building, the opening to be covered with a head so arranged to keep out the storm, and the entrance of the operating room to be covered with a heavy grating over a $\frac{1}{2}$ -inch wire mesh all in the wall, and arranged with damper in any position. The mesh and grating to be securely fastened in place, those in the walls to be bolted on, as specified for the smaller inlets.

REPORT FROM W. H. SUTTER, INSPECTOR COVERING MOVING PICTURE INSPECTION OF NINETY-TWO BOOTHS.

TACOMA, WASH., Sept. 14th, 1916.

Hon. C. H. Younger, Commissioner of Labor, Olympia, Washington:

DEAR SIR: From October 1st, 1914, to the present date and which period covers the current biennial report I herewith submit the following summary of my work as safety engineer for the Bureau of Labor, as per your instructions.

Our work during the years 1913 and 1914 was the building up of a system of safety whereby accidents could be reduced, by standardizing such safeguards and advocating the safety committee plan.

of the booth near the ceiling and run pipe to front of building, with a fan at the outer end.

THIRD HAZARD. In twenty-five booths it was found necessary to provide slop jars with air tight lids, where operators exceeded the three hour limit. Toilet facilities were found in two places only, and the operator had no opportunity for relief except at the end of the shift.

FOURTH HAZARD. In my opinion this is the most injurious to health. In seventy-three booths it was found necessary to order hoods over lamp houses, and vent pipes running to the outdoor atmosphere to carry off the ash deposits and poisonous gases caused by the electric arc, which under the prevailing conditions remained in the booth and were inhaled by the operator.

The First.

As I visited the different houses the subject of impure air entering the booth was the first item to cause an argument. The proprietors in a great many instances, due to their ignorance of the physical properties of air, insisted that the impurities exhaled by the audience, and the carbon dioxide, settled to the floor, consequently a mistaken notion of the behavior of a vitiated atmosphere. * * * All ordinary vitiation of the air proceeds from a heated source; the human breath, warm air, is lighter than cold air and will rise even with the burden of carbon dioxide, and it is true that the belief is common among a large number of persons that bad air can be disposed of by opening a vent near the floor.

In the ordinary moving picture booth, which in nearly all cases is situated near the ceiling, heated with the flaming arc, the temperature is somewhat higher than that of the outside, so it is quite evident that a rapid change is taking place even with the windows and doors shut, which we found necessary to have proper ventilation facilities installed. Without providing some means of ventilation connecting with the outside atmosphere the operator's choice of breathing his own poisoned atmosphere, or that vitiated by the audience is about equal.

By closing a booth twelve feet square and eight feet high a man would reach the limit of atmospheric purity in 38 minutes and with the assistance of his arc lamp in much less time. One single gas jet can produce as much carbon dioxide in a confined space as eight men; think what an electric arc will produce * * *.

The Second.

Referring to second hazard and the necessity of vent pipe from the booth to the outside atmosphere and to be left open all the time; this from a standpoint of fresh air alone is quite plain. This is only one factor in safety, the other is in case of a sudden film fire when the automatic shutters would close making the booth absolutely tight,

only menaced the operator to the suffocation point, but would occupy the occupants of the theater in imminent danger of a terrible explosion in the event of such film fire because of the combustion of the film which takes place because of the material from which it is made, such as nitrated cellulose with suitable solvent. Nitro-cellulose forms the basis for gun cotton, nitro powders, dynamite, and other kindred highly inflammable materials. * * * to moving picture exchanges numerous recommendations have been made with the object of minimizing the hazards in such places, the best of which are those of the National Board of Fire Un-

derstandings require an absolutely fire proof, ventilated vault of a specified minimum volume, and non-combustible examination room, cut off and ventilated with a minimum of reels exposed therein. The vault should also be constructed of non-combustible material and be cut off, well ventilated and have as few reels as possible exposed at any one time. Adequate protection should be provided to prevent as nearly as possible the spread of fire, the all-important feature being to have as few unprotected reels exposed as possible and in areas well cut off.

The practice has arisen of washing films in an open ether vat to remove the dirt and gum accumulated in service. This is done in the main part of the exchange where the ether fumes, which constitute not only an additional dangerous hazard, but is, at the least, a source of annoyance to the employees who in some exchanges number as many as twenty. Later on an ordinance was passed in the city of Seattle providing for the storage of films and regulating the conditions of the work rooms and which was enforced by the hearty co-operation of the city officials and the Labor.

Number Three.

In this phase of the general subject there is no necessity for further thesis on it. The lack of pure drinking water under any circumstances is considered pretty much of a calamity and in a place where the moving picture booth wherein the operator labors under a great mental strain, must be exceedingly active all the time he is at work, then surrounded by an atmospheric temperature far above normal for several hours at a stretch, it may be readily realized how important and sustaining a cup of pure cold water from time to time

is a very serious item in connection with this third degree feature. It is that of sanitation, thoroughly perfect sanitary conditions. The operator working under the pressure that surrounds the moving picture booth, especially so if not of robust health, will expectorate

a good deal and because of this special precaution should be provided for his protection.

We see so many times the sign "don't spit on the sidewalk"; this command may not be altogether in the interests of hygiene, for it must be admitted that a sidewalk so tessellated is not a thing of beauty. Box a man up in a space 8 ft. by 8 ft. by 8 ft., 512 cubic feet of space, heat the air in it to a temperature of 85°, 90° or 95°, then drill in it for three or four hours at a stretch and imagine the chances you are taking from the impurities with which such excretions abound and more dangerous because of rapid evaporation with no exit for it worth considering except yourself.

Out of the ninety-two booths inspected only two were found where in toilets were installed. The lack of such facilities in the ninety others is a neglect of duty that is disgraceful and criminal; it betokens a gross indifference for the health of others and is a wilful waste that should not be permitted to exist. Such instances as these and so widely diffused as they are, would seem to set at naught our larger humanities for it is the little leaks like these that make necessary the larger provisions of the rebuilding of broken down manhood. Imagine yourself cooped up for hours in such a place similarly circumstanced where you had to remain to the end of the shift you worked and no relief operator in sight.

The Fourth.

The effect of the electric arcs on the air in the booth. This I consider the most dangerous to the health of the operator and am enclosing herewith a letter from Dr. Johnson, chemist for the Department of Agriculture, who has gone into this very thoroughly and therefore the subject needs no elaboration from me only to add that the conditions in moving picture booths as regards this risk are well known and oftener brought to our personal attention than any of the others. Dr. Johnson's letter to the Commissioner of Labor follows:

SEATTLE, WASH., May 26th, 1915.

Mr. E. W. Olson, State Labor Commissioner, Olympia, Wash.

DEAR SIR: I have the honor to report the results of examination of sample of ash from moving picture booths handed me by Mr. W. H. Sutter and to note the effect of operation of the lamps on the air of the booths. An examination of the ash shows:

Free carbon	68.83
Silica	16.03
Iron oxide	1.68
Undetermined matter	13.46

The inhalation of an atmosphere filled with particles of carbon and other material of this ash would certainly cause considerable irritation and produce a good field for disease germs. The chief harm to the operators, however, in my opinion, is due to the presence of carbon-monoxide in the air. Carbon-monoxide is produced at the electrodes of the lamps under and in the small booths where these lamps are located and the air would very quickly become dangerous. Even if no poison-

as were produced the booths should have forced ventilation from outside.

Very small amounts of carbon-monoxide in air are regarded as fatal; for example, as little as 0.05% is known to have caused observable symptoms. When small amounts of this gas are inhaled over long periods of time chronic poisoning is produced. The symptoms are alterations of digestion, diminished vigor, gray color of the skin, coated tongue, loss of memory and anemia. The vitality of the body is thereby reduced by this poisonous gas and this, together with the irritation of the lungs by the inhalation of the dust makes the operator a very good subject for any disease germs, particularly tuberculosis, to gain a foothold.

The apparatus should in all cases be fitted with a hood and forced draft to remove all poisonous gases produced by the lamp and the booth should be ventilated by forced draft.

Sincerely,

C. W. JOHNSON,

Chemist for the State Department of Agriculture.

* * * About a month before my investigation was completed nearly all of the theaters had received one of the work orders notifying the necessary change that would have to be made to make the work room of the operator more sanitary and healthful, a circular letter was sent out by a theater owner's association to the effect that they would fight any such inspection. As soon as consent a test case was brought up, viz., at Seattle, Oct. 13, 1915, the case of *Harrison Theatre v. the State of Washington*, in which case the judge ruled, the judge ruling "that it was not the intent of the legislature to include moving picture booths as coming under the factory inspection law." Although a great deal of the work ordered by me on this inspection was completed and the booths thereby made more healthful to work in, there is still room for improvement and I heartily recommend for humanity's sake that the entire question be brought before the next legislature to the end that they may include moving picture booths in the work room class and amend the statute governing accordingly thereby bringing such places within the factory inspection laws for the protection of employees, and subject to inspection the same as any factory where a hazard exists in the operation thereof. At the beginning of the year 1916 I received an order from your office to have all jointers of the square head type replaced with the round head. At first I expected a little opposition from the employers, but they readily saw the advantage of the round head both from the humane as well as a financial viewpoint. January 10, 1916, I left the order to have the square head replaced with a round head and by March 13th, following every one of the 32 square jointers in my district was ordered out. Not one employer objected in the least after it was explained to him just what the square head had been doing along the line of keeping the accident rate up to a very high point. On account of the trouble in getting the round head there are a few jointers of the square type still in use in the state but they are in shops where the owner works right along with his men and does not let them take

a chance on using it, but does the work on it himself. He also has a sign over the machine that reads as follows: "this machine has been condemned, employes must not use."

By next spring there will not be a square jointer running in the state, and a great reduction in the number of accidents from such will undoubtedly be noticed. As the last word, would urge in behalf of a strong plea being made to the legislature for a strong boiler inspection and licensed engineer's law.

Yours truly,

W. H. SUTTER,

Safety Engineer.

NOTE.—Much scientific data in Mr. Sutter's letter bearing on the subject he reports on, and which we would otherwise like to include, has been omitted because of space limitations and also for the reason of the highly technical nature of the text.

CEMENT INDUSTRY AND CEMENT WORKERS.

In the State of Washington the growth of the manufacture of cement is wonderful in its development. Ten years ago the first cement plant in Washington, soon to be followed by a second, commenced operations at Baker, a little town on the upper coast. Soon, however, the early name was changed for descriptive of the industry, or Concrete. Later a plant at Tacoma commenced operations. These three plants are now working full blast, 800 men. At the present time only working about half capacity, the combined number of employes being 465 men.

A large portion of the work is done by machinery. The dust which is noticed upon the vegetation and in the air for miles around Concrete is clay dust thrown off by the crusher and has been worked on by the kilns. The company (the Puget Sound Portland Cement Company) is trying out a large cyclone collector, which has been in use only a short time, yet there is a noticeable difference in the appearance of the surrounding country.

The collector, which is being installed by the company for an experiment as to its utility, is not a complete success. It is not working order all the time, therefore, it is difficult to judge of its efficiency when working as to its efficiency. As a medium in reducing the dust hazard in the factory where the men are employed, it cannot be called effective. In making an effort to subdue the dust either by the wet method as is in effect at Grays Harbor, or by dust collectors, attention should be drawn to the fact that either process only affects the product in its final form and gives little relief to the worker in the plant. Dust collectors installed in the factory rooms would be of no benefit to the employes; also a process for cleansing the air is better than shaking by hand.

The most dust is encountered in the packing rooms. The sacks are made of extra strong material and returned by the company to the company and used again. These sacks are cleaned by hand and folded in neat piles ready for use. They

with a fold left in the bottom corner, so well arranged that when the bag is full it is automatically closed. Before filling the bag a man closes the neck of the sack by tightly wiring it together with the aid of a machine. The machine used automatically regulates the 95 lbs. of cement for each bag. The fold of the sack previously mentioned is fastened to a frame from which the required amount is forced by machine. Five men working at this machine filled 20 bags in 60 minutes. Their wages are about 25 cents per hour, 10-hour day. The plant works night and day and seven days a week. The greatest hazard experienced in this work is in that which is known as "The Glory Hole" or quarry where one-third of the work is done. That is the place where the largest number of accidents occur. The "Glory Hole" is a huge amphitheatre of rock growing larger by the blasting and excavation of the rock. A funnel-shaped shaft about 165 feet deep has been blasted out of the solid rock. In the center of this an extension of the shaft has been worked up from a lower level. The rock from the bottom of the "Glory Hole" is thrown down the shaft, to be received in a bin and loaded onto trains or overhead trolleys and distributed to the plants. This work is carried on by Austrians, Italians, and sometimes Scandinavians, under the direction of an American. In going through the vital statistics the term laborer is used to cover all forms of manual labor so that there is little material left out.

Companies, believing that a good many of the men coming from this class needlessly expose themselves to risk, are distributing a number of pamphlets in different languages to be read by the men among their employes. A good work might be done by organizing first-aid classes among these men.

A physician in charge who has been in close touch with the workers for seven years states that he cannot trace any specific disease to the industry. The dust, however, is an annoyance and many times he has had to scrape it out of the ears of the men when it has hardened. He considers the work would be beneficial to mouth breathers or sufferers from catarrh.

The workers are usually migratory in disposition. They work in logging camps, or any place where unskilled labor is required, yet there are several foremen who have been in the work five, six and seven years. These men say they are well.

In conclusion, one may say that in general the management is desirous of reducing the hazards of the industry, but in so far as the worker is concerned consider the dust a necessary evil. Bath houses should undoubtedly be provided so that the men could bathe and put on clean clothes before returning to their homes. Their working clothes left in this building should be periodically cleansed. This would tend to raise the ideals of American standards of living in the minds of these workers and help to make them better citizens.

SURVEY RELATING TO LONGSHOREMEN AND
THEIR WORK IN THE STATE OF WASH-
INGTON—INDUSTRIAL AND HEALTH
HAZARDS.

INTRODUCTION.

Perhaps one of the least considered, though most picturesque and a very important feature of the waterfront is the longshoreman. A great portion of the wealth of the world passes through the hands of these workers who oftentimes are unconscious of the value of that which they handle and unmindful as to this, for it has been said "the stupendous character of the commerce of today is lost in its familiarity." Inasmuch as this stupendous traffic passes in and out practically unnoticed except what newspaper mention that may be made of it, it is not to be wondered at that the men who make possible the unloading from land to sea and *vice versa*, of this immense tonnage find equal place of reticence in the public eye—the most inconspicuous person connected with this traffic is the longshoreman himself. There is little data in official reports in regard to this class of workers. State, municipal and dock department reports have been searched diligently for reliable information on which to base this report but these must be discounted because of their incompleteness. The data herewith presented is therefore secured largely through the men themselves, from others interested and collected by personal investigation. In doing this the union halls have been visited, in some instances the homes of the men. They have been seen in hospitals where they have been taken to recover from injuries suffered in the performance of their work; they have been seen at work on docks and in the ships, and every means almost have been taken to make the report as reliable as possible.

The United States census of 1900 gives the number of longshoremen in the cities at 20,934, and stevedores at 9,139; New

York state, 6,290 longshoremen, and over 900 stevedores. A conservative estimate has since been made by people familiar with the waterfronts at Manhattan and Brooklyn and they state that there are three times that number of longshoremen and only 50 stevedores' firms listed or approximately that number. By way of explanation, permit us to say that a stevedore is one who takes contracts to load or unload a vessel. A head foreman is sometimes called a stevedore and the longshoreman is the workman hired to handle the cargo under the direction of a foreman. In the State of Washington there are 3,467 men who are listed as longshoremen or stevedores. From the following brief resume of the longshoreman and his work it is to be hoped that a better understanding of both may be had and that regulations may be made if possible whereby the hazards of that occupation and its general environment may be much improved such as obtains in many other industries.

Notable among the disadvantages under which the longshoreman operates is the long lapse between jobs and which cannot very well be remedied as long as there can be no reliably fixed schedule for the arrival and departure of ships. These long hours of idleness are followed by periods equally long of strenuous exacting work, stretches of labor of the heaviest kind lasting during a period of from six to twenty-four hours without cessation save for brief intermissions for food or drink. Every effort, therefore, should be made to decasualize this class of labor, for that is one of its very worst features.

The State of Washington has 22 seaports, the largest being Seattle, whose harbor comprises 12 miles of shore lands, has 26 commercial docks and piers well equipped with machinery to handle the business of the port. About 35 steamship companies operate from this port, 13 of them being from foreign ports. Tacoma comes next, with 17 docks and piers equally well equipped to take care of the commerce through that port of entry. The valuation of imports and exports handled by longshoremen of Washington during 1915 is.

	Imports	Exports
Seattle	\$69,000,164	\$38,841,019
Tacoma	10,544,545	41,877,676
Port Townsend	136,734	293,294
Everett	78,458	256,430
Bellingham	248,622	413,864
Olympia	298,721	4,841,173
Port Angeles	22,487	208,363
Northport	77,867	341,664
Berdeen	13,368	480,782
Hoche Harbor	5,201	19,730
Anacortes	564,918	39,261
Sumas	235,434	1,066,941
Granville	9,876	73,675
Friday Harbor	88,023	21,754
South Bend		33,701
Spokane	143,328	.....
Proville	27,400	36,482
Tolson	25,665	8,980
Chopaka	45,309	52,229
Ferry	19,052	29,031
Aurier	2,198,532	90,248
Alama	25,910	.....
Totals.....	\$83,809,614	\$89,016,297

The above estimates are taken from the reports as declared to the States customs and are conservative in the sum total.

The number of longshoremen, truckers and pier workers members of the union, in the State of Washington, is 3,457, distributed as follows:

Port Blakeley	40
Grays Harbor	200
Raymond	35
Bellingham	60
Everett	50
Mukilteo	51
Port Ludlow	28
Anacortes	20
Eagle Harbor	20
Tacoma	800
Ballard	20
Seattle	900
Seattle truckers and pier workers, lumber handlers.	950
Tacoma truckers and pier workers, lumber handlers	106
Checkers and spotters	107
Grain handlers	70
Total.....	3,457

The amount and kind of cargo to be handled requires a large number of experienced men; the two unions in Seattle and Tacoma, combined, number about 2,650 men. To the average person it would be a surprise, perhaps, to notice for a week only the variety of commodity that passes over the piers of the ports of this state. In addition to the general run of merchandise we have: Ore from South America, many times covered with copper which irritates the skin and makes the dusty air in the hold more unbearable still. Many times the hold gang is changed three times before the ship is finally unloaded. Oil—Bean or vegetable oil is fast becoming a heavy import used in the manufacture of soap and kindred products. Kerosene is often brought in in cans and emptied into tanks for railroad shipping. Oil handling is unpleasant and heavy work. To handle 10,000 cases is an eight-hour day, or 1,300 an hour, is considered a fair average for a gang of 16 to 20 longshoremen. Grain is still a big item of export. During the past year the records of the harbor master of the port of Seattle alone shows a clearing of 1,362,966 bushels, worth \$2,702,679. Lumber is one of our chief exports, for Seattle is credited with exporting lumber valued at \$11,124,844 during 1915. Details of six men constitute a gang and only one gang is worked on a schooner. Cement—The men dread handling this product as much as they do the ore and prior to the development of the cement plants at Concrete and Bellingham there was a great deal of unloading of this kind, for general cargoes usually finished with cement. In addition to the classes mentioned, there is a large export business in machinery, including locomotives, steel rails and kindred commodities. The work of the longshoreman is classed as unskilled labor and is performed under the constant supervision of a foreman, who is considered skillful in the disposition of the cargo to the ship, proper placement as regards commodities, and the economy of space.

During the past two years export trade has been unusually good in Washington and work therefore has been plentiful. The men, of whom 80 per cent are American citizens, do not take

to the "line-up" system of selecting crews which is in New York. This method is called "shape" in New York. This of picking the needed number of men is a culling from a number of them gathered on the dock or pier waiting for work and the selection is made by the foreman who calls out the number and generally the big able-bodied fellows are selected to be selected and this indicates that the work of the foreman is not at all adapted to men whose health through infirmities or dissipation may be undermined. Pay days, complained of as being irregular and much time, sometimes that might be possible to work at such labor, is spent in moving from pier to pier to collect their wages. This is the statement from the men themselves.

Tacoma for a time seemed to be getting away from the "line-up" system, all demands for men having been sent to the dock hall where the paying is done, the men calling for their wages on completion of their work. Since the time that we have these headquarters strike conditions exist in Tacoma just as in Seattle.

Large stevedore firms operate at the port of Seattle handling all the commerce passing through that port except what is done by the transportation companies themselves. These firms contract to load and discharge vessels, selecting men as before mentioned. An instance of the irregularity of employment is that of a man of 35 years, married, no children, who claimed that for a period of six months he did not have enough to pay their grocery bills because of the great irregularity in securing work. Interviews with several families led to the conclusion that they depend on their hourly or daily wages to provide the necessary provisions for the time there. Twelve men interviewed without selection, four had been in business for twenty years or longer, five between ten and twenty years, two between five and ten years and one man five years. Their ages varied from one, 20 to 30, six, 30 to 40, and four, 40 to 55. Four of the twelve were married and they claimed that in all that time they were unable to accumulate

any savings because of the intermittent nature of their work; just made enough to meet the current requirements. That the work is heavy may be readily understood from the following data, supplied the Federal Industrial Relations Commission, at a hearing held in New York some time ago for the purpose of reaching a correct census of such in this relation, by J. F. Riley, vice-president of the International Longshoreman's Union. In writing the commission, he said: "Enclosed please find lists of weights that men carry on their backs for from five to twenty-four hours at a stretch."

Sugar	250 to 360 lbs.	Coal	175 lbs.
Potatoes	168 lbs.	Cocoanut	175 lbs.
Turnips	168 lbs.	Birdseed	360 lbs.
Starch	225 lbs.	Cement	100 lbs.
Oil cake	275 lbs.	Beef	300 lbs.
Bird lime	200 lbs.	Coffee	250 lbs.
Beans	200 lbs.	Ivory nuts	200 lbs.
Flour	280 lbs.	Pitch	185 lbs.
Rice	280 lbs.	Salt	300 lbs.

There is no industry that is being raised to the dignity and standard of other classes of labor with as much difficulty as that of the longshoreman. Various reasons for this are assigned, some of them are no doubt true, though many of them we believe to be sentimental or fictitious. Like most of the divisions of society as related to industrial occupations there is a wide divergence as to class among themselves and which may be said to be true of society generally.

It is true that but very few of the longshoremen of this state are adequately supplied with insurance as the premium demanded for such protection is too high, so high as to be almost prohibitive, this must mean that the risk is considered a very poor one which means that the hazard of the occupation is very high, and owing to the severity of his work, its irregularity and long strain of labor when he does work, exposure, etc., all help to rather restrict his earning power and very materially shorten his life. It is a notable defect in the conduct of the work from the employer's standpoint that better conveniences and proper

conditions do not surround the occupation of the longshoremen; due interest in this matter is not being observed, the item of the sanitary drinking cup it is ignored and no provision to safeguard the supply as to having it in proper condition is being observed. There are many ways not shown in their provision where the health of the men who work on the docks, on the ships and down in their holds is well conserved. The longshoremen have halls, usually close to the water front and those in Seattle and Tacoma are good, fairly well equipped and are provided with books, and records of all ships in harbor and those expected to arrive soon. During the past year in Tacoma all ships come through the hall. At the port of Seattle 2,898 ships arrived and 2,858 departed, during the year 1915. Longshoremen handle about 3,000 pounds of freight per hour and sometimes a long distance with the result that hernia is a common disease among these workers and it is not at all an unusual thing for men to work 10, 12, 16 and 20 hours with no rest and then when relaxation comes fatigue almost to the point of collapse is often the case. Speeding up for long stretches and carrying heavy weights is the way such work is done in order that the best economy in time may result.

As to accidents, one union kept a record during the year 1915 and out of these 800 workers 102 met serious accidents; 102 injuries that, in many instances, meant total or partial disability befell 48, while 54 suffered sustained injuries that kept them out of time of from one week to six. During the month of January 1916, ten serious cases were admitted, one dying soon after admission to the hospital. In another group of men numbering 50, the record during 1915 is that accidents to them numbered 111, of which 29 were serious. Dangers from accidents are greatly increased during the night shifts. Though it is generally considered that longshore work comes under the category of unskilled labor this is hardly true, and also extreme carelessness on the part of the man himself is absolutely necessary, and such vigilance and alertness may well be con-

sidered essential and a very skillful essential at that, so taken all in all, hazards and other things considered the rating should be of a higher classification. The wage scale seems high, but the casual nature of the employment reduces its standard a good deal and then actual time engaged in work and if for any reason the cargo is delayed suspension from work is always the rule and without pay pending the completion of the work, these interruptions in continuous employment result in reducing the earnings of the workman and is quite apparent when the totals are arrived at. The main points to be remembered from this brief resume is the intermittent or casual nature of the employment which reduces the spirit of thrift, the severity of the work also tends towards devitalization and then the great toll in the way of accidents.

There should be suitable first aid equipment at convenient stations along the water fronts, their location known to all concerned; first aid classes have been proven of splendid service to miners and others and such units of life conservation should be made as easily accessible to the man along shore as to the others. The decasualization of this kind of labor should be accomplished as far as possible and in that way rest and recreation would come in more congenial succession and have the effect of stabilizing the man within such environment, all these would necessarily have the force and effect of doing away with that unrest and dissatisfaction that are the breeders of other things, all tending to lower the order of citizenship which in this age and in this country in a special manner it is the aim to enoble and exalt. As to the compensation through industrial insurance we desire to record that during 1915 there were 389 long-shoremen claims adjusted through the Industrial Insurance Commission aggregating \$32,616.47, paid to the men themselves or to their widows in case of fatal accident to the insured from the accident fund secured by percentage levy made upon the payroll for the current year payable prior to January 15th of each year. This levy or contribution is .030 for stevedoring

and longshoring, and which in the statutes governing is shown as class 42 and the record is that it has been the second most highly compensated industry of any coming within the jurisdiction of the Industrial Insurance Commission of the State of Washington.

LONGSHOREMEN'S DEMANDS.

TAKEN FROM SEATTLE UNION RECORD JUNE 3, 1916.

Article 1. The rate of pay for handling general cargo shall be 55 cents per hour for straight time and \$1.00 per hour for overtime work.

Article 2. The rate of pay for handling explosives shall be \$1.00 per hour straight time and \$1.50 per hour for overtime work.

Article 3. The rate of pay for packing all sacks weighing 150 lbs. and over shall be \$1.00 per hour straight time and \$1.50 per hour for overtime work.

Article 4. The rate of pay on all salvage work shall be \$1.00 per hour straight time and \$1.50 per hour for overtime work.

Article 5. The rates of pay for loading lumber and by-products shall be 60 cents per hour straight time and \$1.00 per hour for overtime work.

Article 6. The rates of pay for all checkers shall be 40 cents per hour straight time and 60 cents per hour for overtime work.

Article 7. All crane men, donkey drivers and double winch drivers shall receive 10 cents per hour more on all work, over the prevailing rates of pay on general work.

Article 8. The rate of pay for steady clerks and hoop-horse drivers shall be \$4.50 per day and 75 cents per hour for all overtime work.

Article 9. Overtime rates shall be paid for all work performed between the hours of 12 noon and 1 p. m. and between the hours of 5 p. m. and 7 a. m., and for all work on Sundays and legal holidays.

Article 10. Employes shall be paid from the time they are ordered to report for work.

Article 11. After starting work all employes shall be paid for standing time.

Article 12. Nine hours shall constitute a day's work. Daytime work shall be from 7 a. m. to 12 noon and from 1 p. m. to 5 p. m.

Article 13. No gang shall work with less than eight men to the hold.

Article 14. All work within the jurisdiction of the Pacific Coast District of the I. L. A. shall be done under close shop conditions.

Article 15. All locals or members receiving more wages or having better conditions than are herein set forth shall retain same, and they shall not be subject to change or alteration.

Article 16. All the rates of pay and conditions herein set forth go into effect at 6 a. m., June 1, 1916.

EXTRACTS FROM AGREEMENT by and between Waterfront Employers' Union, parties of first part, and the locals of the International Longshoremen's Association, parties of second part, now in existence, or that may be hereafter organized in the various ports on Puget Sound, Seattle, Wash., Aug. 24th, 1915.

"This agreement is made to cover general longshore work, which is to consist of loading and unloading vessels, sling to hold, and hold to sling, it being the understanding that employers who have used longshoremen for dock trucking prior to this agreement, shall continue to do so; it being the further understanding that it shall be optional with employers who have not heretofore used longshoremen for dock trucking, to use longshoremen for such work at any time they so desire.

"*First*.—The party of the first part agrees to employ members of the International Longshoremen's Association, when available, to perform their longshore work: *Provided*, That those men not members of the International Longshoremen's Association who have been employed by the parties of the first part prior to April 1st, 1915, and remained steadily in their employ up to the date of the taking effect of this agreement, shall be given a reasonable time to join the International Longshoremen's Association, if they so desire; the question of time to be arranged by the joint committee of employers and members of the International Longshoremen's Association as provided for in section 11: *Provided further*, That it shall be optional with the subforemen whether they become members of the union or not, but in either case, there is to be no discrimination against them by either party.

"WAGES.

"*Tenth*.—(a) Lumber Cargo:

"Day work, 50 cents per hour; overtime work, 75 cents per hour; side runners, hatch tenders, double winch and donkey drivers, and boom men, 60 cents per hour, day work, and 90 cents per hour overtime work. Donkey drivers are to be allowed one hour each day for getting up steam.

"(b) Creosoted Lumber:

"Day work, 60 cents per hour; overtime work, 90 cents per hour; double winch and donkey drivers, slingers, boom men, side runners, hatch tenders, 70 cents per hour, day work; \$1.05 per hour overtime work. Donkey drivers are to be allowed one hour each day for getting up steam.

"*Twelfth*.—Any question, controversy, or disagreement that cannot be adjusted by the Conference Committee by reason of a deadlock, shall be submitted to arbitration. Said arbitration board shall consist of one representative selected by the party of the first part, and one selected by the party of the second part, and the two so selected shall select a third, who must be a disinterested person, and the decision of any two shall be final and binding, and both parties agree to abide thereby. Said arbitration board shall meet within three days after request has been made.

"*Thirteenth*.—Under no circumstances shall work be stopped in case of dispute but said dispute shall be referred to and adjusted by the Conference Committee.

"*Fourteenth*.—This agreement is to remain in full force and effect from the 12th day of September, 1915, to December 31st, 1915, and is to continue

hereafter until either party shall give notice to the other party in its desire to have the same changed. Such notice is to be given 30 days prior to said change going into effect.

"WATERFRONT EMPLOYERS' UNION,

"By J. S. GIBSON, *President*

"By W. C. DAWSON, *Secretary*.

"INTERNATIONAL LONGSHOREMEN'S ASSOCIATION,

"By J. A. MADSEN,

"By L. E. MERRITT,

"By M. E. WRIGHT,

"*Puget Sound District Committee.*"

men contended that the employers had broken the agreement. After they were advised by their leaders to return to work on August 1st, therefore giving the employers the necessary notice as stated in their agreement. They returned to work and remained at work for about 15 days when it was found that the employers were preparing for a seige by importing colored labor and preparing bunks and bedding for them. The men called the strike at once, for they are opposed to this class of labor. The entire body of longshoremen, numbering 3,467 were included. Negotiations were begun at once with the San Francisco union regarding the question concerned in the agreement. Henry M. Thompson, Commissioner of Immigration, stationed at Seattle, was consulted by Hon. W. B. Wilson, Commissioner of Labor, as

to the correspondence and minutes of conference during which proposals were made regarding an early settlement of the strike and which were submitted:

It has been said that longshoremen were the first entire body of union men in the United States.* It has been definitely stated that the first alongshoreman's Provident Union was formed in 1847. This was probably the first in the United States. Early unions were for benevolent purposes, but almost from the beginning their possibilities in the direction of securing better conditions were recognized.

*E. R. McNeill, *Labor Government*, pp. 69-71.

June 26, 1916.

At the conference between the Waterfront Employers' Union, represented by the committee that previously met, and a committee of the Pacific Coast District Executive Board of the International Longshoremen's Union, with five members of the executive board present, the Waterfront Employers' Union submitted the following:

June 24, 1916.

Waterfront Workers' Federation, San Francisco, Cal.

GENTLEMEN: You have interested yourselves in adjusting the differences at present existing between the Waterfront Employers' Union and the Longshoremen's Union. We respectfully submit the following for your consideration:

The commerce of the Coast must be moved, and we are engaged reluctantly in our present preparations solely in protection of our own interests and without any effort to disrupt any other organization. At the same time, to clear up possible erroneous impressions arising through conflicting reports, we wish to state that we have not engaged, nor are we engaged, in any campaign to make the port of San Francisco or the entire Pacific Coast non-union or open shop.

In the interests of commercial peace, we make the following proposition:

The longshoremen to return to work immediately in all Pacific Coast ports now affected by the longshoremen's strike and remain at work under the conditions of the agreements effective at San Francisco, Cal., Dec. 31, 1915; Seattle, Wash., Sept. 12, 1915; San Pedro, Cal., Nov. 15, 1915; San Diego, Cal., May 1, 1916; with the exception that the wages of longshoremen scheduled under these agreements at 50 cents regular time and 75 cents overtime, or less, shall immediately be 55 cents regular time and 82½ cents overtime; work for which 55 cents regular time and \$1.00 overtime were paid under the terms of the agreements will continue on the same basis; that all work on cargo now regarded as "unfair" shall be re-established and work on this class of cargo to be resumed as heretofore under the above-mentioned agreements.

The day that work is resumed on the above conditions, a committee consisting of two members of the Executive Board of the Pacific Coast District of the International Longshoremen's Association, two members of the Waterfront Workers' Federation, two members of the Waterfront Employers' Union and John McLaughlin, Labor Commissioner, to be appointed as a conference committee to adjust all disputes and misinterpretations of agreements and to confer with representatives of coastwise steamship companies whose steamers are operated on the routes that are regulated by the Interstate Commerce Commission and the interstate railroad commissions, with the view of inducing their railroad connections at the ports affected by the strike to increase their rates of handling charges, that the wages of warehousemen and car

MAY 27, 1916.

Harry M. White, Commissioner of Immigration, Seattle, Wash.
am in receipt of the following telegram:

"SEATTLE, May 26.

V. B. Wilson, Secretary of Labor, Washington.

The undersigned organization, consisting of steamship lines and
others employing longshore labor on Puget Sound respectfully rep-
s that on Sept. 12, 1915, after prolonged negotiations at which
many of the Department of Labor took part, entered into an
ment with the Puget Sound local of the International Longshore-
Association for wage scale and working conditions, which agree-
s still effective and which contains a clause that it shall continue
t until either party shall give sixty days' notice of cancellation;
a May 19, the International Longshoremen's Association gave no-
termination of agreement on June 1st; that on May 22d it sub-
new wage scale and working rules adopted by it to become ef-

fective on June 1st; that such wage scale and conditions provide for increase of 10 to 20 per cent in straight time and 66 2-3 per cent overtime, which with the severe working conditions will make it an average increase of from 25 to 35 per cent, which the undersigned consider unreasonable and burdensome; that Secretary Madsen of the Pacific Coast District of International Association informs us in writing that his association voted to make its wage scale and working rules effective June 1st, thus disregarding sixty-day cancellation clause; further, that his association will not confer with employers with reference to said wage scale and conditions; that the undersigned is willing to grant reasonable increase but that it is clearly the intent of the International Association to quit work June 1st unless demands are granted in full; that unless some steps are taken to bring both parties together situation will become one embarrassing to shipping and various communities served. We therefore respectfully appeal to you to use your influence with labor leaders, first, to bring about a compliance with the sixty-day cancellation of present agreement and, second, to enter into negotiations for new wage scale and working condition and to accept mediation if both parties are unable to reach agreement. Please address reply to Room 216, Grand Trunk Pacific Dock, Waterfront Employers' Union, J. S. Gibson, President."

I have received a telegram of similar import from C. W. Cook, President Waterfront Employers' Union, Alaska Commercial Bldg., San Francisco. Commissioner Mahany, who handled previous negotiations, is tied up in the East and is not at present available for mediation work. Please use the good offices of the department in an effort to bring about a satisfactory adjustment. Urge the workmen not to engage in a strike until you have opportunity to negotiate settlement.

W. B. WILSON, *Secretary.*

May 26, 1916.

Mr. J. A. Madsen, Sec.-Treas. Pacific Coast District, I. L. A., Seattle, Wn.

DEAR SIR: In acknowledging receipt of your favor of the 22d, enclosing copy of wage scale and working rules for the International Longshoremen's Association, we beg to call to your attention the fact that we have not yet received a reply to ours of the 22d, in reply to yours of the 19th, advising us that our agreement would terminate at 6 a. m., June 1, 1916. We beg to ask for the favor of a reply to that communication.

At a meeting of our association held this day, we have considered your circular wage scale and working rules, and we beg to say that these are not satisfactory to us, but if you, or representatives of your association will meet with representatives of our association, and discuss these questions, we feel that we may come to some amicable settlement, and as our time is so limited, we will ask you to arrange for this conference for 10 o'clock tomorrow, the 27th.

LABOR STRIKES

LABOR STRIKES

period that this report covers has been one marked with discontent among the industrial workers of the state. In times of such discontent this dissatisfaction and discontent assumed serious proportions and resulted in the radical remedy being used in such emergencies—the lockout and the strike.

The years 1915 and 1916 have been years of resumption and recovery close on the heels of a very depressed two or three years which began in 1912 when business was dulled to an unusual degree resulting in the shutdown of many industries, the idleness of nearly all of them in the matter of men and output, and of course a smaller output.

It is axiomatic the case that when business is dull the demand for labor is correspondingly depressed, resulting in that the standard of wages goes down, and therefore the general condition of the workingman lowered because of insufficient compensation, perhaps idleness altogether. While a man has work to do and a living wage therefor, has enough to support himself and his family in comfortable surroundings, well clothed and recently clad, there is a stability of purpose and a peace of mind that begets contentment. All this tends to elevate the position of the citizen. During these three years such conditions prevailed in Washington, and the crisis in this stagnation came in the winter of 1914 and 1915, when men were kept idle by the hundreds looking for that which they could not get—employment. When resumption came, retaliation began on the part of the laboring people, and demands began to come from all sides for more wages and improved working con-

ditions. This is true of the State of Washington is also true of the other states, though perhaps none were so severely affected as the Pacific Northwest, and especially this state, because of the importance of its lumbering interests as compared with all the

others and which was reduced to the very minimum of production; and so we felt it most.

That these disturbances would have been far more serious in their effects and of much greater scope, especially so in the East, had it not been for the prompt response of employers in complying with these demands and the improved conditions that permitted such advances, and which were quickened very sharply by the unexpected and unprecedented crisis that had arisen in Europe. The prosperity that has come is a matter of much satisfaction and one for congratulation. That these business institutions could pay substantial advances to their men and still pay dividends, and such must be the case, for failures the last two years have been comparatively few. There is no doubt but what such concessions have been productive of great good to laboring men and women, for the reason that it has afforded them the chance to have more money for their necessities and comforts, and the happiness of human life is in that way enhanced, at least the opportunity has been afforded them so to do, in a financial way. Another phase of the justice of the demands is the great advance in the price of most every necessity of life, of food and clothing, and then the various little luxuries we all desire to taste of at least and are entitled to, make the justness of this demand quite evident.

It is a very common statement among the older members of society that the necessities of every day life are so much higher now, in some cases double what they were when they began life's journey on their own account, and all will agree that a dollar today will not reach as far as it did ten, fifteen or thirty years ago. So figured to a finality of conditions the compensation of the present day is not more than keeping step with what it was in those days long since gone; those good old times, for "all times when old are good."

The wants of mankind have increased amazingly during the last ten years and the pace we tread is an alarmingly rapid one, and like the automobile speeder, the better the road the faster becomes the pace. Imitation, too, has taken hold of peo-

ingly, the desire to have what others have, to do what if at all possible, to look just as good as the other whether you really are or not, and the thought is, Why the struggle for this apparent equality is after all a bad thing, certainly so if such a struggle and desire is to some degree appeased by some degree of success, for it leaves the mind enervated in the extreme and which is an antecedent to a more dangerous condition in the festering of the heart, which begets class hatred and which takes people further and farther apart from harmony in thought and action. I admit right here that a great government is very strong, peace and quiet may be enforced, but there is no government so strong, no power on earth so great to enforce peace, justice and prosperity in the fullest sense of these three than the voluntary full and free co-operation of the people to that end. There was never a time in the history of the nation when the true spirit of co-operation was more needed than now, but which it is not hard telling what the next scene

of the very great men of the nation gave utterance to—that is worthy of consideration in a very serious way—without the dangers accruing with the great commercialism of ours and our tendency to boastfulness thereof and only when drunk in the greed and greatness of such supremacy that danger lurks and undue exploitation is a power incidental thereto. Ruling by reason is one way of maintaining democracy, democracy of the real kind. Some things may be endured through compulsion and even European civilization seems to have broken down under the strain. The strength of any nation is a virtuous populace, and without the proper environment made possible by plenty of the comforts of such a populace cannot be expected and will not be long.

In this corner of the continent these conditions are not so bad as in the older sections of the nation, for the reason that the social levels are neither extremely high nor extremely

low. There are some regrettable features, however, in our industrial life, and among them are that so many of our industries are fitful, seasonal in their tendencies and in their operation, and which produces an unbalanced condition in our social and economic life. A great rush in industry for a short time and then a complete or partial tie-up and the consequent throwing out of employment of so many men and women, as the case may be. Thus are so many men destabilized by such intermitances, compelling them to become wanderers and in that way reduce the morale of the yeomanry of the state.

Illustrations of this are to be seen in the lumber and logging industry and the great number of such workers traveling from place to place, floating around from one job to another, or looking for something else to do.

More fitful than this are the fisheries and the fruit business and these help to enhance the necessity of this spirit of migration compelled by the rushes and the lulls in these industries.

It is a fact, conceded by all, that the man who sticks is the man worth while, and therefore all possible ways and means should be given men to be steady on the job, for it means a better man, a better workman, and by all means a better citizen; because he is more apt in that way to become a freeholder, more apt to become a factor in our social and political life, and in all emergencies and at all times the dependable citizen.

Strikes and their causes are an exceedingly bad blemish in this phase of our social economy, a very woeful waste in every feature attending such upheavals; all concerned are losers in the mere matter of money, in social relations, and the standard of citizenship is also assailed.

Strikes in industry are somewhat akin to war; it is industrial warfare, and some means to prevent these periodical upheavals should be adopted. Strikes can not and should not be prevented by legislation; that is a right vested in the arm of labor, and there are times when it must be wielded, but conditions can be brought about that it will be wielded only for the weal of all

The right to quit work singly is an inherent one, men quit their employment in battalions, the entire them for that matter, they have violated no rights are bound to respect.

consolidation of capital for purposes of exploitation of s highly permissible and in many cases most commend- h consolidation is the mighty weapon in many great nts of business made possible only by such co-oper- or this very same reason is labor justified in unifying through labor unions or guilds; unionism is the capi- nsolidation of labor and it is the only weapon of self- without such organization conditions would be very ed. It is with nations, so it is with men in the smaller t without resources and abundance of them there is no y, for there is no need for it or fear of it. To have a he affairs of men one must be sympathetic and have trenched in substantial organization and be possessed of justice and a careful consideration for his own and ghts.

American people as a whole are too highly civilized, too ucated, too abundantly possessed of the principles of justice, have breathed the atmosphere of freedom too permit anything of an attempt to reinstitute feudalism system. Much has been said as to what America may ear from without in these exciting times, but the possi- internal strife are not improbable by any means, and guarantee against any such possibilities is the proper e of the rights of all and a proper opportunity in all or all to best enjoy life, liberty and the pursuit of hap- In that way strikes and their attendant misfortunes erted and in no other way, if we are to remain a really nocracy. Strikes may be put down by armed force; e been quelled that way from time to time; but that is e for them, because it does not do away with the causes d to such extremities.

The American workman is the best to be had anywhere in the world; his standards should be conserved, and all conditions to the end that he may become more exalted in that labor should be afforded.

SUMMARY OF STRIKES.

February 15, 1915; Seattle. Strike of the workers on the big Bell street warehouse of the port commission, with Pearson Brothers as the general contractors.

The trouble was precipitated by F. J. Leonard, of Portland, who had the contract for equipping the cold storage department of the warehouse with cork insulation. Leonard brought five non-union men from Portland to work on this job. The Rockwood Company, who had the contract for the installation of the sprinkler system of the warehouse, were also working a crew of fifteen non-unionists. The union men, including masons, bricklayers, plasterers, and other artisans, to the number of two hundred, refused to work with these twenty non-unionists and because they were not discharged walked out. Leonard refused to consider such a demand. The Pearson Company, employers of union labor exclusively, were the innocent victims of this tie-up of the works, and the contract called for completion by April 1.

The tie-up lasted about ten days, and the good offices of the Labor Bureau was invoked, Mr. E. W. Olson, at the time Commissioner of the Bureau, taking a personal hand in settling it and which was effected speedily; the non-union men in the building were discharged and what promised to be a rather difficult situation and an expensive one for the Pearson Company disposed of, and who had no responsibility whatever for the situation that produced the strike.

February, 1915; Port Angeles shingle weavers, involving about 100 men. Cause of trouble, an attempt by mill owners to make a 10 per cent cut in wage scale paid. After being waged for 130 days, a settlement was reached, the owners agreeing to pay the union scale as soon as shingles reached \$1.75 for clears.

culated in agreement of settlement that old men should be retired as fast as demands would warrant.

March 19, 1915; Seattle and other Puget Sound ports affected by longshoremen's strike which began March 12 and started in connection with the longshoremen at Vancouver, B. C., who refused to defend themselves against a cut of 10 cents an hour. Strike affected only ships coming here from Vancouver going to that port. An adjustment of differences between men and employers had at a meeting held in Seattle resulting in the boycott being lifted March 24.

March 30, 1915. Threatened strike of Seattle street car men materialized and for a short time there was quite a stoppage of traffic. Auto busses in the meantime came into service at advanced prices. The attempt to tie up traffic failed at early morning of the following day and business moved normally. There was considerable damage done to property of the traction company, estimated at \$1,000. Street car men did not seem to be in sympathy with this strike, which was started by the members of the I. W. W., many men refusing to go out.

April, 1915; Issaquah. Renton road strike, involving two hundred and fifty men. Unsanitary conditions in the camps, wages excessively high and men being paid less than the minimum of \$2.25 per day as is the rule in King county. Correction made as contended for and the men returned to work, but it took some time to bring about the desired improvement and the minimum wage.

September, 1915. Fishermen's strike on Lower Columbia. All net fishermen quit their jobs because packers refused to pay 10 cents the pound for raw fish as demanded by the union. The non-unionists remained at work. Strikers patrolled the river and considerable damage done to fishing gear, the trap being the most. Principal place of trouble, Cathlamet.

September, 1915. At Hoquiam began a strike in the razor clam industry and was precipitated by the price paid for the clams to the diggers. During the previous year a price of \$1.75 per hundred pounds was paid for clams, and this year at the opening of the season it was announced by packers that a cut to \$1.59 would rule. This was followed with an immediate demand for a price of \$2.00 per hundred pounds. Some of the diggers accepted the lower wage, and while a good many of them went out on their demand not being awarded, the industry through this region and generally through the Grays Harbor country, was not seriously interfered with.

December, 1915. At Seattle the boilermakers, shipbuilders and their helpers struck for an eight-hour day on Seattle Construction & Dry Dock Company work. About 500 men affected. The eight-hour issue was abandoned; settlement reached by a general increase in wages and a uniform wage scale established covering the various classes of work.

December 31, 1915. The Greater Theatres Company of Seattle, in the matter of the construction of their new Coliseum theatre, at this time about completed and opening a few days ahead. Strike caused because unions objected to building using electricity supplied by the P. S. T. L. & P. Co. instead of city power. Settlement reached by the theatres company agreeing to use city current for other theatres and will maintain present contract with the traction company. The traction company declared that they would not discriminate against union men hereafter. The trouble between the traction company and the unions has been one of long standing.

December 24, 1915. Second strike of the Seattle Construction & Dry Dock company, caused by refusal of the president of the corporation, J. V. Patterson, to ratify an agreement made with the men during his absence by the superintendent of construction; three hundred men went out. The trouble continued up to the time of the transfer of the property, taken

the Todd Shipyards Corporation of New York, during 1916.

January 23, 1916. Three Lakes shingle weavers and packers struck because of a change in regulations. Operations not hindered, the places of the men who went out and returned being filled by others.

March 1, 1916. At Hoquiam one hundred and fifty Ausim workers in Northwestern Mill company's plant struck for increase of 50 cents per day. Wages asked, \$2.25. Mill had to operate with reduced force for a time. Normal conditions soon brought about.

January 14, 1916. Sixty girls of the Pacific Fruit Packing company, Raymond, struck for higher wages. Demanded increase of 20 cents the thousand on "cleets" for which they were receiving 40 cents per thousand. Many of the girls who were employed as stitchers but other girl workers in sympathy. The tie-up did not last long, as the girls returned to work without an adjustment being made.

March 9, 1916. Strike of long standing between Seattle Ship Owners' Association, and Teamsters' and Auto Truck Drivers' Local Union No. 174 has been brought to an amicable close by a three-year agreement signed up, union scale of wages in addition to union recognition.

March 12, 1916. The halibut fishermen members of the Puget Sound Fishermen's Union of the Pacific struck. Demand that vessel owners shall pay their share of loss on condemned fishing gear. Heretofore the fishermen had to meet this loss and it has become more than they can stand and make their occupation unprofitable; and that vessel owners shall make settlement with the fishermen at the place and time the fish are sold, instead of at the port of the vessel on which they belong during the fishing season. There is a large fleet of vessels in this industry and some ports are on the Sound, and the business has been seriously interfered with because of this tie-up, ship owners in

some cases taking charge of their vessels and manning them as best they could. Because of this the herring fishing industry has been quite seriously handicapped, the run of this species of fish being concurrent with the going out of the halibut men, who constitute the herring fishing crews largely.

March 16, 1916, there was a lockout of the Tacoma Theater employes, and which lasted only a short time. It was caused by the managers of the theater refusing to keep their signed agreement wherein the minimum number of men was stipulated to be used for all performances in that house. Men were imported from Portland to carry the management through this emergency, but a settlement was reached through the mediation of the international organizer of the Theatrical Stage Employees Union, a new agreement secured and the men returned to work being out two or three days.

March 17, 1916, between forty and fifty coal mine workers went on strike at Durham, where they were employed by the Durham Coal Company. The mine was in operation about a year; during this time there was no wage agreement in force. Men asked for contract as to wages, etc., with the owners, and which request was refused, though the owners agreed to pay the union scale but declared for an "open shop" policy. Several mines in the state running on a one-half time basis, caused, it is stated, by British Columbia mined coal coming in duty free and which is mined by cheap Oriental labor. After a tie-up of a week an agreement was reached similar to what prevailed in the other mines in the state.

A strike of the members of the Teamsters' Union at Bellingham occurred about the date of April 26, 1916, and which was the result of the Employers' Association of that city refusing to sign a closed shop agreement with the men. Active operations in this strike move did not materialize until May 3, when one hundred and fifty drivers of the union left their teams and trucks. After being waged for a period of eighteen days the strike was declared at an end by the men going back to

the old scale and under the same conditions as when they

Seattle Boiler Makers' Union, after a siege of nearly months of strike conditions, waged with greater or less success against the industry, patched up their grievance with their employers, with the result that a truce was declared on or about July 27, 1916. This was followed by a ratification of an agreement made by its agents with the representatives of the various companies involved. Number of men affected, about four hundred.

September 23, 1916, the fishermen of Grays Harbor went out on strike following the refusal of the demands made by them for a higher price to be paid for their fish by the canneries. Between six hundred and seven hundred fishermen and about three hundred and fifty boats drew in their nets, demanding that they would not bring another fish to the canneries pending the settlement of their demands. Their demands for a higher price were based on the fact that living, cost of supplies and other expenses have advanced in price so much.

SHINGLE WEAVERS' STRIKE AT EVERETT.

The labor trouble that has existed for so long between the shingle weavers and employers of Everett began about February 15, when notice was posted in all the shingle mills of that city that on March 1, following, a cut of 20 per cent would be made in the scale of wages in effect at the time.

For a few days the situation was much discussed among the men and with the result that they went out on strike February 25. When the strike vote was taken 75 per cent of the men voted in favor of going out.

For a short time things were generally tied up, when the Shull mill, after a brief shut-down, started up under the management of Nelson, Laird & White, whom the shingle weavers had been brought to Everett for the purpose of breaking the strike, J. E. Nelson of the above firm being the principal man in the affair. The Shull mill has eight upright machines

and carries a crew of twenty-eight men. Most of these were importations, some of them coming from across the line, and under these conditions operations were resumed here and an armed guard maintained to protect the property and the improvised crew from harm.

The other mills continued operations under more or less difficulties until March 6, when all shut down, leaving the entire field of shingle production in Everett to the Shull plant, the idea being that the Shull mill was to be a test case of the situation and that by closing up their plants all the idleness possible would be enforced and so it became a pool of issues that were highly mutual.

There was no show of violence until March 8, when one of the strikebreakers struck a striker over the head with a dinner pail; this happened on the Fourteenth street dock on the way into the mill. The injuries were not serious and no arrest was made.

March 11 a striker was arrested on the charge of using vile language in addressing a strikebreaker while on the picket line; he was arraigned in court and fined \$10.00 and costs for the offense.

March 13 an injunction suit was started by J. E. Nelson, manager of the Shull mill, and papers accordingly were served on the executive officers of the Shingle Weavers' Union.

During the course of hearing, which took several days, there were many stormy periods in the sessions, and the result was that a temporary injunction issued against anything but peaceful picketing; this ruling was reached on the date of April 12. During the time of this hearing and about the date of March 17, a clash between a few of the operators and managers of the Shull mill and two of the strikers doing picket duty occurred. It was about seven o'clock as the men were going to work and in which mixup the strikers were badly beaten up and happened near the entrance to the mill. Warrants were sworn out for the arrest of these men, they were arrested, tried and fined \$50.00 and costs each.

17 and 10, three of the strikers and two of the officers union were arrested on the charge of using offensive language against non-union men and the hearing had on the 12th resulting in an acquittal.

A very serious disturbance occurred on Wednesday, April 12, two union men were shot and wounded, though not seriously injured; one was shot through the arm, a flesh wound, and the other slightly scarred on the body. This affray happened at the corner of Eleventh and Rucker, the witnesses to it were women who live in the vicinity where the clash occurred. The men who did the shooting were placed under arrest, later released under bond, but it seems the charges were never pressed and they never appeared for trial.

About May 4 the most serious clash of the entire year took place at the F. K. Baker mill, in which unionists and non-unionists to the number of two hundred men all took part and took place at about 6:30 p. m. as the men were leaving the plant and were met by the pickets of the non-unionists and which the strikers contend was precipitated by the non-unionists. In this close-in fighting gun butts were used, and weapons, but no shots were fired. The outcome of this was the arrest of about thirty of the strikers, released on bail and brought to trial; though after the state's side of the case was heard the charge was dismissed.

This ended a pretty strenuous conflict, for on Tuesday, May 9, the strike was called off on the strength of an understanding between employers and strikers that owing to the depressed condition of the shingle business at the time and the fact that when conditions again became normal for the industry the old scale would be adopted. Under this stipulation the men went back to work.

Business in the mills soon began to be normal and all went on until May 1, 1916, when the men went out on strike again. A lockout followed upon the presentation of a request for recognition of the old scale with some slight exceptions and which was turned down by the mill owners on one

pretext or another. The men consider it as a glaring instance of bad faith, while the mill men contended that the present conditions would not permit and that even while the price of shingles may be somewhat higher than they were in 1915, the increased cost of the timber neutralized those advances in the finished product. The men asked for a conference but were refused the privilege.

For a month following, all of the shingle mills remained practically shut down and then gradually began to resume operations under conditions not at all normal, which they succeeded in improving from month to month, though the maximum capacity has not been reached, due to inferior class of workmen. Things moved peaceably until August 26, when pickets of the unionists and a corresponding force of workers in the Jamieson mill clashed at about 6:30 p. m., as the men were leaving their work. In this battle four of the leaders of the strikers were badly beaten up. The fighting was of a general character, and fists, boots, saps, etc., were used. This was really the worst encounter of the entire series. Several arrests were made but no legal proceedings were resorted to and the affair passed in that way.

During the latter part of June the Commercial Club of Everett took a hand in the matter of the strike in council and went on record with a resolution favoring an "open shop." There was quite a spirited minority protest against this resolution and quite a little acrimony marked the speeches made *pro* and *con*. This was followed by citizens of Everett aligning themselves for and against the strikers and a boycott against business men of the town who proclaimed against the strikers. Later a large number of the citizens were self-drafted into a committee or company to act as auxiliary to the regular peace officers, acting under the supervision of the commissioner of public safety, to the end that peace might be maintained.

On the evening of Tuesday, August 29, about one hundred of the employees of the Jamieson mill attended a performance

Everett Theatre and on their return home about 10:30 to the mill, where they are housed and fed, and as they passed the corner of Colby and Hewitt avenues, a great crowd gathered to jeer at them, calling them vile names, and which resulted in a free-for-all fight in which some women participated. No serious injury resulted, though several sustained more or less serious scratches and bruises, and it is said that several people were involved. It is also related that one of the men involved drew his revolver but did not use it and there was really no occasion for it. Since that time there has been a volunteer force of the citizens co-operating actively with the constabulary of the city.

On August 31 a conference was held in the interests of the mill and attending it was Commissioner Blackman of Washington, D. C., J. G. Brown, president of the International Weavers' Union; E. P. Marsh, the members of the city commission, and D. M. Clough, the latter representing the employers. Nothing much was accomplished from this conference, the statement of Mr. Clough being that the strike be declared ended when the strikers would be put back to work as fast as possible and at the 20 per cent reduction scale. This was agreed to by the representatives of the strikers present.

On the date of September 1 it is estimated that there are at least one hundred shingle workers out of employment and on that date that two hundred other of the strikers have left the city, a large number of them have gone into other branches of the industry in and near Everett, and that about four hundred and fifty men were involved when the walkout took place in May. The mill operators contend that they are doing business about the same as usual and that the strike has no effect on their output. The strikers and their managers contend the reverse, that the product is not standard and that the output is but about 25 per cent of normal.

On the date of October 10, when this chapter is completed, the strike is still on.

The only other place where strike conditions, connected with the shingle industry, prevail is at Anacortes, though it is not of a serious nature as compared with the Everett situation, and one or two mills in Marysville have been operating under like conditions.

Another effort was made in Everett September 11 to end this most deplorable situation and another conference held; attending it was one representative of the Trades Council, one representing the Commercial Club, and the third was the mayor of the city of Everett. This was a board of mediation to get in touch with the details of the conditions now existing and try and bring about a truce; their findings, however, not to be binding on either side.

This proposal was rejected by the men and the work of that conference availed nothing and claimed by the workers to be too one-sided and that they could expect no good out of it. This strike has been productive of great losses to all concerned, the workers as well as the employers; much bad feeling has been provoked through it and much anxiety to wives, mothers and little ones incidental to it. The loss in wages to the strikers has been very great and it will take a long time at even advanced wages to compensate for the idleness incidental to the strike. There has been many estrangements in a social and business way. The strikers are still hopeful of winning and that the final outcome of it will be in their favor. As to this we cannot attempt even to presume about, but it is the fact that the loss to one side and the other in the aggregate encroaches on hundreds of thousands of dollars.

WAGE SCALE.

International Shingle Weavers' Union of America, Adopted and in Effect May 1, 1916.

Following is a schedule of the scale of wages that was in effect at the time the trouble began in 1915, very little variation, if any, and which was withdrawn when the trouble ended that year, until such time as the shingle business was put back to normal by better demand and higher prices. These two conditions were realized but the scale was never restored.

Filers.

right machines.....	\$5.50 per day
right machines.....	5.75 per day
hand machine, not less than.....	4.50 per day
lock machine	5.50 per day or 7½c per M
lock machine	5.50 per day or 4½c per M
double-block and one single arbor.....	6.00 per day
single arbor	6.50 per day
lock machine only.....	5.50 per day
lock and one extra arbor.....	6.50 per day
containing two ten-block machines	
a double-block, single-block, hand	
machine or upright:	
double-block	\$5.50 per day
single-block	1.50 per day additional
lock	1.00 per day additional
lock, hand machine or upright.....	.50 per day additional
Total of	\$8.50 per day

Sawyers.

machine sawyers cutting culls after	
machine	\$4.50 per day or 14c per M
unpicked or bolted timber, not less	
.....	5.50 per day or 9c per M
er	11½c per M
lock sawyers not less than.....	5.50 per day or 7½c per M
lock sawyers not less than.....	5.50 per day or 4½c per M
sawyers (when sawyers take care	
machines) not less than.....	5.00 per day or 3c per M
not caring for machines not less	
.....	4.50 per day or 2¾c per M
hippermen on Sumner upright ma-	
chine or machine with no greater capac-	
working in timber as it comes from	
saw, not less than.....	5.00 per day or 18c per M
saw timber sapped with bolter or	
not less than.....	5.00 per day or 17c per M
bolted timber, not less than.....	5.00 per day or 16c per M
8-inch shingles, not less than.....	5.50 per day or 19c per M
with jointermen on Hall or Flynn	
machines, not less than.....	5.50 per day or 10c per M
working alone.....	11½c per M
for sawing 24-inch shingles shall	
not less than.....	6.00 per day

Knee-Boltermen.

Hand machine or single-block.....	\$3.50 per day or 5½c per M
Double-block machine or equivalent.....	4.00 per day or 4c per M
Ten-block with friction bolter.....	4.50 per day
Without friction bolter.....	5.00 per day or 2½c per M
Ten-block and hand machine.....	5.00 per day
Three Sumner machines.....	3.50 per day
Four Sumner machines.....	4.00 per day
Five Sumner machines.....	4.25 per day
Six Sumner machines.....	4.50 per day

Drag-Sawyers, Cut-off Men and Power-Boltermen.

One-block machine	\$3.00 per day
Five uprights or mills equivalent.....	3.50 per day
For each additional arbor.....	.25 per day

Knot-Sawyers and Clippersmen and Jointers.

In bolted timber, not less than.....	\$4.00 per day or 11½c per M
Raw timber	13½c per M
Jointermen, bolted timber, not less than...	4.50 per day or 7c per M
Raw timber	8c per M

Packers.

For 16-inch shingles, not less than.....	9c per M
Sumner machines or machines of greater capacity, one man to each machine, not less than	3.00 per day or 9c per M
Eureka shingles, four bunches to the M...	9½c per M
Perfection shingles, five bunches to the M...	10c per M
Working in two different bins or frames....	9c per M
Packing straight courses or working under other bad conditions, 1c per M additional.	

Tallying not less than 1c per M additional.

Nailing bands not less than 1c per M additional.

Scale for shingles above 16-inch proportionately higher.

Employees reserve the right to work either by the day or piece.

Time and one-half for overtime and holidays; holidays referred to are Sundays, Fourth of July, Labor Day and Christmas.

THE LONGSHOREMEN'S STRIKE.

The most serious disturbance in the industrial relations of the State of Washington during the years from November 1, 1914, to November 1, 1916—and there was an abundance of them, many of them of small moment, however—was that of the members of the International Longshoremen's Association.

account of its duration, the number of men involved, very expensive and dangerous breach of the relations should at all times exist between employer and employee. In the year 1907 were the longshoremen so embroiled with their employers and which proved to be a rather embargo on the shipping business and a costly fight for workmen.

Throughout the state there were strikes without number but as the very great per cent of these were but little in the commercial sea, lasting but a little while, and in some involving but a few persons, reference to them more collectively is not made. Each one of these, however, but emphasize the fact that the labor world is in a very bad condition and the news that we read from the different parts of the nation bears out this statement.

The longshoremen's trouble started in Vancouver, B. C., in 1915, when a cut of 10 cents per hour was made in the wages of the truckers on the dock of that port. This wage reduction the men claim was the result of a deliberate understanding among the representatives of the shipping interests. At a meeting held in the city of Portland, Ore., a few days later and was instituted for the purpose of trying out the effect of the men with the view of making further and more reduction of wages in the rank and file of the association from one end of the coast to the other.

The first move on the part of the longshoremen was a boycott of all cargo from Vancouver or the cargo of ships from the coast calling there and discharging or taking on cargo for the Puget Sound. The men refused to work such vessels and declined to handle cargo originating in these ports of Vancouver. The embargo extended down the coast more or less until the date of March 24, twelve days later, when a settlement was reached at a meeting held in Seattle and the men returned back to work, and which was a victory for union labor. During the time the trouble was on there were several disturbances between the strikers and the non-union men em-

ployed. The most serious of these was that which occurred at Tacoma and in which melee guns were drawn, knives flourished, but no serious case of personal injury was recorded. This happened on the last day of the strike, and as an aftermath to it several men were arrested, all of them released later on their promise to appear in court when called, except one man and he was released later, and nothing further was done about the threatened prosecution.

It seems that among longshoremen themselves there was a variance of opinion as to the propriety of the strike, the action being confined largely to the Seattle and Tacoma contingents. During the deliberations that followed it was brought out that a vice president of the association, which is an international union numbering more than ten thousand members, and the membership at Puget Sound points being but a small per cent of that total. The settlement, however, was hailed with delight by all concerned, and as one of the men interested expressed it. "that it was a victory and a triumph for common sense, that it humiliated no one, visits compulsion on no one, and that it was the ideal way for adjusting such difficulties."

No further interference whatever with the union was attempted in this settlement. Later articles of agreement were drawn up providing for wage scale and general conditions to obtain in longshore work and which was to remain in effect indefinitely and contingent to the wish of either party to the agreement, who were at liberty to abrogate it at any time by giving sixty days' notice to the other party.

This sixty days' notice clause the longshoremen violated openly and for which they were scored severely. In rebuttal they set forth that the employers had surreptitiously conspired to defeat the terms of the pact and that their only recourse was that they violate their pledge so as not to give time to the employers to complete their recruiting of strikebreakers and which when completed the union men would be locked out.

Things went well with the longshoremen until June 1, 1916, when a second and bigger battle was commenced and which raged

(d) Salvage work to mean any ship that has been on fire, stranded, or in collision or leaking, or where the cargo is in any way damaged or in an offensive condition.

(e) The above rate of pay to apply on all work in connection with such ships.

5. (a) The rates of pay for loading lumber and by-products shall be 60 cents per hour straight time and \$1.00 per hour for overtime work.

(b) Side runners, double winch drivers, hatch tenders and boom men shall receive 70 cents per hour straight time and \$1.10 per hour for overtime work.

(c) The rate of pay for creosoted lumber shall be 70 cents per hour straight time and \$1.10 per hour for overtime work.

(d) Side runners, double winch and donkey drivers, hatch tenders, boom and sling men shall receive 80 cents per hour for straight time and \$1.20 per hour for overtime work.

(e) Donkey drivers to be allowed one hour each day for getting up steam, same to be paid for at overtime rates.

(f) These rates of pay shall apply to lumber on general cargo vessels in quantities of 10,000 feet or more.

6. (a) The rate of pay for all checkers shall be 40 cents per hour straight time and 60 cents per hour for overtime work.

7. (a) All crane men, donkey drivers and double winch drivers shall receive 10 cents per hour more on all work, over the prevailing rate of pay on general cargo.

8. (a) The rate of pay for steady lumber clerks and hoop-horse drivers shall be \$4.50 per day, and 75 cents per hour for overtime work.

9. (a) Overtime rates shall be paid for all work performed between the hours of 12 noon and 1 p. m., and between the hours of 5 p. m., and 7 a. m., and for all work on Sundays and all legal holidays.

10. (a) Employees shall be paid from the time they are ordered to report for work.

(b) If upon reporting for work they find that there is no work and they are not needed they shall receive two hours pay, or in case there is not two hours work, they shall receive two hours pay at the prevailing rate.

11. (a) After starting work all employees shall be paid for standing by time.

(b) Should the employer desire to discharge any employee within two hours after the time at which they were ordered to report for work, he may do so, but the employees so discharged shall receive two hours pay at the prevailing rate.

12. (a) Nine hours shall constitute a day's work.

(b) Daytime work shall be from 7 a. m., to 12 noon and from 1 p. m., to 5 p. m.

13. (a) No gang shall work with less than eight men in the hold.

(b) All vessels using a burton shall employ a hatch tender in addition to a burton man.

14. (a) All work within the jurisdiction of the Pacific Coast District of the I. L. A. shall be done under close shop conditions.

15. (a) All locals or members receiving more wages or having better conditions than are herein set forth shall retain same, and they shall not be subject to change or alteration.

16. (a) All the rates of pay and conditions herein set forth go into effect at 6 a. m., June 1st, 1916.

a union man was murdered by a negro strikebreaker and characterized by the union men as a cold blooded atrocity. This added to the fury of the situation and resulted in a notice being posted that unless all strikebreakers were discharged by five o'clock p. m., June 21, a walkout would be the result. This offer the employers turned down and on June 22 work stopped.

Ever since, and until October 4, 1916, the fight waged, with Seattle as the main center of the trouble. During these three months there was much doing in the way of breaches of the peace; the police were called in on several occasions; there were many cases of personal injury, some destruction of property, and a few lost their lives while engaged in and quelling these outbreaks. The settlement of the strike cannot be considered a victory for the men, as it was declared off by them on some stipulation between them and the employers and at the time this story is written the nature of these stipulations has not been given out. An official of the longshoremen says the terms are satisfactory and this offers the assurance that the men are at least pleased in a degree. Both Messrs. White and Blackman as well as prominent Seattle men had a hand in bringing about the settlement.

It was a long, dreary fight; many hardships were endured by the men and worse still, by their families; much loss to the shipping interests, and looking at it from all angles it was a losing game for all concerned.

The moral of the affair is not what can be done to stop such occurrences in the future but devolves around the question of what must be done to prevent conditions existing that make possible such things and which is a right that labor can not and must not be deprived of. In a word, all rights must be respected and the equities of all concerned must be given full and due consideration.

REPORT OF
ASSISTANT LABOR COMMISSIONER
LUCIA A. CRANGLE

PLAYING PRANKS

Or Scuffling Around Machinery
While in Motion

STRICTLY FORBIDDEN

YOU ARE REMONDED

THAT A WORKMAN WHO TAKES A
CHANCE AT BEING INJURED COM-
MITS AN INJUSTICE UPON HIM-
SELF, HIS FAMILY, HIS EMPLOYER

DON'T DO IT!

"BE SURE YOU'RE SAFE, THEN GO AHEAD"

DO NOT

ATTEMPT TO REMOVE
SLIVERS OR SAWDUST
FROM BENEATH THE SAWS
WHILE THEY ARE IN MOTION

WARNING!

Every Workman in the Establishment
is Prohibited from

THROWING ON BELTS BY HAND

Anyone found doing it should be reported at once
to the SHOP SAFETY COMMITTEE

DANGER

SHOP SAFETY COMMITTEE

TO THIS COMMITTEE

Report All Defective Machinery and Lack of
Safetyards

REPORT ACCIDENTS IMMEDIATELY
TO FOREMAN

BE CAREFUL

WHEN WORKING NEAR
Machinery in Motion

"BE SURE YOU'RE SAFE, THEN GO AHEAD"

WORKMEN AROUND MACHINERY

MUST NOT WEAR
LOOSELY-FITTED OR TORN CLOTHING

DON'T

WEAR GAUNTLET GLOVES

"BE SURE YOU'RE SAFE, THEN GO AHEAD"

SHUT OFF EMERY WHEELS

WHEN NOT IN USE

minimum wage law.
 Our distinct lines of endeavor have been emphasized in the past
 years' work.
 Inspection of all establishments where women and children are
 employed.
 The enforcement of the child labor law.
 The stringent enforcement of the eight-hour law.
 Bettering working conditions.
 Enforcement of the minimum wage laws.
 In order to make uniformity in the inspection work, the following
 copy of the blanks used by the inspector:

INDUSTRIAL STATISTICS—STATE OF WASHINGTON.
 Name of establishment.....Date.....
 Name of manager.....
 City.....
 Number.....
 Industry..... Total number of employees.....

Number of women employed over age of 18.....Apprentices?.....
 Number of minors employed: Girls.....Boys.....
 Are seats provided?.....
 Are copies of laws posted?.....I. W. C. Orders posted?.....
 Are toilets separate?.....Good condition?.....
 Work rooms separate?.....Light: Natural or Artificial?.....
 Lunch or rest room provided?.....
 Sanitary conditions?.....
 Ventilation.....Artificial?.....
 Work by day, month, piece.....
 Work employed in.....
 Hours per day?.....Hours per week?.....Weeks per year?.....
 Is employment continuous or periodical?.....
 Safety.....Hand rails on stairways?.....Fire escapes?.....
 Lawful exits?.....Danger in work?.....
 Aisles clear?.....
 Recommendations.....
 Inspected by.....
 Form 27

CHILD LABOR—HOURS FOR CHILDREN.

The first legislative regulation of the hours of labor in this country was instituted for the children and resulted almost altogether from interest in education and from the efforts of adult male workers as a step toward obtaining similar laws for themselves. Sometimes, also, the men workers believed that restriction of the hours of women and children would result in decreased employment of these classes of wage earners, with consequent advantages to themselves. Later the necessity of the restriction was emphasized by characterizing it as a health measure.

In 1842 a petition was presented to the Massachusetts legislature by certain public-spirited citizens of Fall River, urging that prohibitory legislation be enacted. The agitation resulted in the passage during the same year of a ten-hour law for children under twelve years of age in manufacturing establishments. In the same year, also, Connecticut enacted a ten-hour law for children under fourteen years of age in cotton and woolen mills.

Before the beginning of the Civil war ten-hour laws for children employed in manufacturing establishments had been enacted in five additional states. They were New Hampshire, Maine, Pennsylvania, New Jersey, and Ohio. The Connecticut statute of 1842 was superseded by an eleven-hour law in 1855 and a year later this law was amended, lowering the standard to a twelve-hour day.

The early laws in Connecticut and Pennsylvania applied only to textile mills, but in the other states the acts covered manufacturing in general. The age limit of children under these various laws ranged from twelve years in Massachusetts to twenty-one years in New Jersey and Pennsylvania. In 1853 Rhode Island passed an eleven-hour law for children from twelve to fifteen.

These early laws were poorly framed and not enforced and were a dead letter as they provided that only violations committed "know-

the punishable, which put a premium on ignorance and served the intent of so much labor legislation.

In Hampshire children under fifteen were permitted to work in the statutory ten hours if the written consent of the guardian could be obtained. The wording of the Pennsylvania law provided that a child could not be "hired or required" to work more than ten hours a day, which provided a loophole for the employer to escape punishment by declaring that the extra labor was

In two states were any provisions made for enforcement: In Connecticut, constables and grand jurors were to inquire after violations; and in Pennsylvania constables could take action only if a complaint had been lodged.

The greatest progress in legislation regarding the hours of labor has been made in the last decade. Beginning with Illinois in 1893, the eight-hour standard for children under sixteen has been established in the majority of states.

Twenty states and the District of Columbia allow no exemptions from the eight-hour laws for children; in Colorado children may be employed by the judge of the juvenile court; and in Indiana children may be legally employed nine hours a day on affidavit of the parent or guardian in permission. Of the remainder of the states, about half have eight-hour laws and half allow work for ten hours a day or more. Massachusetts, which forbids factory work for children under sixteen, and Virginia, do not regulate hours.

Provision for shorter hours for children has sometimes been made for women, but at present, except in states where there is an eight-hour law for females, the workday is nearly always shorter for children than for adult women. The child labor laws, however, not only give more protection to young working girls under sixteen than to working boys of the same age, but also give more protection from employers against limitations of hours has been made for children than against any other restriction on child employment, the chief argument being that manufacturers will not be able to compete with their own against competitors in neighboring states where a longer work-day is permitted. With regard to the eight-hour day, a chief argument is frequently advanced that it would not be feasible to employ children for so short a period in a plant where a longer day is required. After eight-hour legislation has been enacted, however, it has usually been found that the industries soon adjusted themselves thereto.

As all minors are obviously wards of the state, which is empowered to act for their protection when necessary, the constitutionality of laws limiting their working hours is not questioned. As a minor is legally incapable of entering into a free contract, such laws cannot be said to abridge without "due process of law" his freedom of his labor.

ENFORCEMENT OF THE LAW.

The child labor law through the co-operation of the juvenile courts and school authorities in the various counties of the state has been very efficiently enforced so that we can say that no child labor problem such as eastern and southern states have, exists in Washington, and under present conditions cannot exist, the sentiment of the people and our courts are directly opposed to it, which has made the work of enforcement one of pleasure and efficiency.

The hours of labor in this state do not include boy minors. In fact the only law we have governing hours for minors, is the one of the Industrial Welfare Commission prohibiting boys under eighteen from working in mercantile establishments after 7:30 p. m. and in telegraph offices before 6 a. m. or after 9 p. m.

The elevator boys in some of the larger hotels of the state work shifts of eleven hours and thirteen hours per day alternately without any Sunday or holiday, which is too long and some legislation should be enacted for them. This is often the cause of accidents due to the long hours for the boys.

KEATING-OWEN'S CHILD LABOR BILL.

This bill which was passed by Congress in 1916 and was signed by the president provides that no goods can be shipped in interstate commerce in the manufacture of which children under fourteen had been employed at any time, or children between fourteen and sixteen had been employed more than eight hours a day or between 7:00 p. m. and 7:00 a. m. When this law becomes effective September 1st, 1917, it will remove thousands of children from the industrial world and send them to the home, the school, or to the play ground.

SCHOOL AGE LIMIT.

Child labor lessens the chance of successful life, stunts the growth of the child mentally and physically and some of the work has a morally deadening effect. It cheats them of childhood, prevents them from getting an education and fails to train them for citizenship. The school age limit for both boys and girls should be sixteen years at least without any exemption.

In consulting minor wage earners we find one of four reasons given for leaving school.

1. Financial pressure in the home.
2. School difficulties.
3. Desire to earn money.
4. Encouragement on the part of parents to leave school to earn money.

School difficulties usually arise from clashes with teachers or courses they disliked or falling behind in grades for whatever cause.

In their first working years these boys are a despair to their employers and a nightmare to the men who have direct charge over them. They drift from one job to another without any apparent reason, thus making industrial nomads of themselves. Most of them engage in "blind alley" occupations and later become discouraged and begin to scheme some lawless means of making a living. Their dwarfed minds and hands make them an easy victim to evil influences.

It would have been a great benefit for them to have remained in school until they had sufficient judgment to decide on the vocation to which they were best fitted.

The public schools of Spokane and Seattle have recently taken up vocational guidance and have recently included a special department devoted to assisting the children in finding their particular fitness for some certain work. It is too early to judge the success of the department.

WOMAN'S EIGHT HOUR LAW.

The Woman's Eight Hour Law in this state became effective in June, 1911, and there has been no judicial decisions as yet to interpret the meaning of any part of this law that may be obscure, so that only its enactment by the legislative body and its enforcement by the executive head through its officers, are the only guides we have.

That the law was passed indicates that gross and extravagant abuses were heaped upon the working women and girls who are to be in the future mothers of the coming citizens of the state. Its provisions were to alleviate, or destroy these abuses and to cause employers to obey the laws of nature as well as the laws of the state in the employment of female help. It was not to distress any person unnecessarily—no person or business was willfully assailed—all natural and humane rights are recognized. It may be clearly stated that this law applies to the individual as well as to the corporation.

Its enactment was brought about by practices of men or companies who, urged by the strong desire to acquire money, which is a natural trait of mankind, have heaped upon women who are not members of a labor union and who are anxious to accumulate money, or at least, anxious to earn enough upon which she may subsist. She thus can be imposed upon and made to labor longer hours at a less wage than will have to be paid to men. This is one condition and another is—that the man—the bread-winner of the family—has lost his position and the support of him and the remainder of the family devolves upon her, and a further but not infrequent condition is, where parents have lost their health and a daughter is the bread-winner for them. When such conditions exist, the person is more easily imposed upon and more hours of labor can be secured and less wages paid by the employer. The above causes and the agitations which followed are the powers that brought about the enactment of the law.

ENFORCEMENT OF THE LAW.

Enforcement of this law is not without difficulty because no one is willing to voluntarily confess that he is delinquent in law, nor is he going to leave open any means of detection.

Every avenue of discovery is cautiously guarded. The violation is as much the fault of the employed as the employer. Both must be willful law-breakers or neither would be—the one tempted by avarice or the necessities required for profit and the other imposed upon by her cupidity or the necessities of sustenance. The latter can be done easily while youth and vigor lasts, but the effect of age or later leaves its effect on the violator. The manager is very adept in attracting the attention of the inspector from the fact that an infraction of the law is taking place and leading her to a place where there is a strict compliance. The employee is asked to do her part and does so either by silence or deception. Employees will not understand inquiries made of them and will refuse to answer interrogations, or will misrepresent or do reply. The difficulties begin and perhaps end here. The employee who wishes to maintain her position will have the temerity to deny the truth and with no conclusive evidence the county prosecutor is forced to file the case. If a girl is discharged, through pique, she is unwilling to testify and when the fact of her dismissal and the facts are determined in her testimony her story is discredited by the

In the case of an arrest the combination of an employer and the employee makes a conviction very difficult, therefore in some instances it is deemed advisable to accept a small fine on a plea of guilty and to secure future observance of the law, than suffer a possible defeat by an attempt to find the parties guilty by a trial. The employer is often of a character in a community with certain influences over courts and juries, and the inspector is a stranger, consequently the evidence of a flagrant and inexcusable violation of the law, otherwise a conviction will result. Evidence against guilty parties,—though in the inception, can, on a close cross examination be made doubtful and all doubts redound to the benefit of the accused. Hence the difficulty of the state to secure convictions.

Prosecution, whether successful or otherwise, has a tendency to stir up and cause a more strict observance of the law and is hence where a nearly certain conviction is possible a suit is brought and where a barely possible conviction can be had a plea of guilty and a minimum fine imposed has been the policy pursued. In the large business establishments that employ many women the law has been regulated and adjusted to meet the needs of the law and we have had very little trouble with them. In the small concerns, small restaurants, hotels, grocery, mercantile and other stores, we are constantly informed of law viola-

In most every complaint we have made an especial effort to investigate personally—much credit is due the factory inspectors for their assistance in this work in their respective districts.

Little help is ever given by local authorities or even from the parties making the complaint who usually do not want their names mentioned in connection with it. Oftentimes the complaint is submitted in an anonymous letter or a telephone message in which the party refuses to reveal his identity. The workers well understand that if they boldly step out and give this information it means the loss of their jobs. They have a further fear of blacklisting for this diabolical practice is difficult to stop in spite of the law which prohibits blacklisting.

Should a complaint come from a locality where there is a factory inspector it is sent to him for investigation and if sufficient evidence is obtained prosecution is instituted immediately; however, there are but five factory inspectors to cover the whole state and each one has a large territory which makes it sometimes impossible, in that case either the Labor Commissioner or his assistant makes the investigation.

Since the law does not include all female workers we have worked on the theory that "it is the place where the female works rather than the kind of work, that governs the application of the law." Thus a stenographer working in one of the establishments named in the law is subject to it and must not work more than eight hours per day, but a stenographer or clerk working in an attorney's office or real estate, is not within the operation of the law; however, the latter usually works about seven hours per day with Saturday afternoons off.

Cashiers in theaters, domestic service and hospitals, etc., are not mentioned in the law and it therefore does not apply to the female employees working in such places.

The department has also been burdened with many attempts of persons to use it for the purpose of venting their spite on employers whom they have formerly worked for or been discharged from. Unless such complaints are signed we pay no attention to them, as many anonymous complaints and telephone communications were sent in which upon investigation were found groundless, and oftentimes signed complaints have been found to be fictitiously signed as replies have been returned to the office marked "unknown."

Notwithstanding the difficulty in procuring evidence in cases of violations of the Woman's Eight Hour Law, in the past eighteen months we prosecuted thirty-six cases in the courts. Of this number there were twenty-six convictions, seven acquittals and three cases are still pending.

COLLECTION OF WAGE CLAIMS.

Numerous complaints are received from women who have applied for assistance in the collection of wages due them. Where the wage claim was covered by our minimum wage law we were able to

most of the claims were for house work, home dressmakers, etc., the claims ranged from \$2.00 to \$60.00.

Knowing of the fact that there is no law on our statutes authorizing the department to intervene in disputes of this kind we are unable to render any material assistance, although in many cases an effort was made which resulted in satisfactory results, but when the time to collect the complainant departs with a feeling of dissatisfaction and resentment against the department. There is a vital need of legislation of such character as will insure wage earners full payment for their hire. They should have every possible protection. The hiring of men and women by persons unable to pay the wages that will accrue should be in the same category as obtaining goods under false pretenses and the penalty should be the same.

SMALL CLAIMS COURTS.

(House Bill 75) for the benefit of wage earners was introduced in the 1915 legislature by Mr. Lane at the request of Edward W. Lane, the time state labor commissioner. This bill provided for "Small Claims Courts" for the collection of debts and accounts not exceeding the sum of thirty dollars. The justice of the peace in the counties shall be the judge of these courts. The plaintiff must appear personally before the judge and state the facts of the case orally, under oath. Should his case appear to have cause the judge duly enters the case on the docket, summons the defendant to appear for the purpose of defending said action. This summons may be oral, or written, and sent through the mails or by a legal manner coinciding with summons in justice court, return of from three to five days. If the defendant personally appears and addresses to the judge confesses judgment, it shall be entered against him for the amount claimed, together with accrued interest. If the case the defendant appears and contests the claim, the judge shall hear the sworn testimony of both plaintiff and defendant and other witnesses, and shall render judgment. Should the defendant fail to appear when served in a legal manner, judgment shall be entered against him for the amount claimed together with costs. If judgment be for the plaintiff, there shall be included as costs, not less than one dollar nor more than ten per cent of the amount of the judgment, as fees to the court. If the judgment is rendered for the defendant the judge may discreetly include any sum not exceeding ten dollars as liquidated damages to the plaintiff for being brought to bring suit. Either party may appeal to the superior court where the judgment rendered, exclusive of costs exceeds the thirty dollars, by filing with the judge who rendered the judgment a notice of appeal together with a sworn statement that the judgment is erroneous by reason of misrepresentation or false testimony of the opponent, by filing a bond in an amount fixed by the court or by depositing cash to secure the payment of costs on ap-

peal. The judge shall forward a transcript of the docket entire in the case together with the notice of appeal and the bond to the clerk of the superior court and the case shall be tried without further pleadings.

No attorney or any other person shall concern himself with or be interested in any manner in any litigation in a small claims court. If either party is unable to speak English he may be represented by an interpreter or if the plaintiff be unable to appear through sickness or physical disabilities he may be represented by a member of his family or a friend who shall, under oath, state the cause of action of plaintiff and the fact of his disability to appear personally.

This bill was defeated on the floor of the House by an attorney member from Spokane who was loud in his denunciations, arguing that this drastic measure would deprive six hundred young attorneys of the state from making a living.

HISTORY OF MINIMUM WAGE LAW LEGISLATION.

Minimum wage legislation had its birth in the state of Victoria, South Australia. Since it is the Victorian method used by the United States and England, this system deserves consideration. As long ago as the eighties the "sweating system," with its accompanying evils of low wages, long hours, and unsanitary conditions had reached its zenith. The public feeling against it resulted in the formation of the Anti-Sweating League which in spite of bitter opposition passed the first minimum wage law in 1896 which provided for the establishment of a wage-board in each industry. This law required that representative boards fix minimum wages in certain industries. Immediately it was alleged, first, that such legislation would drive all work out of the country; secondly, that only the best workers would be employed; and thirdly, that such provisions could not be enforced.

Being frankly an experiment the act was to be in force for only four years. Wage boards were first appointed in the six sweated trades of boot-making and baking, which employed mostly men; clothing, shirt-making, and underclothing, which mostly employed women; and in furniture making in which Chinese labor was keen competition.

In 1900 when the first minimum wage law came to an end, the government introduced a bill providing for the extension to other trades. The bill was passed and an extension was begun and has continued from year to year which has entirely abolished sweating in those trades. In 1904 the act was made permanent and both the employer and employe are practically unanimous in saying they have no desire to return to the old system in the unrestricted purchase of labor. Later similar legislation was adopted in South Australia, Queensland, Tasmania, and Great Britain.

MINIMUM WAGE IN THE UNITED STATES.

demand for minimum wage legislation in the United States further back than 1910. This demand was caused by the popular sentiment due to increased knowledge of conditions from investigations of the Federal Bureau of Labor on child women and child wage earners of the United States.

es in public employment had for several years been regulated laws and city ordinances. In our own state in the city of a minimum wage of \$2.75 per day on public works was established by popular vote in 1913, and on January 2, 1914, the state court sustained the ordinance. California provides for a wage of public employees of not less than \$2.00 per day,olk County in Massachusetts passed a minimum wage for men of \$8.00 per week. It is only in the last few years that a employment minimum wage was considered possible. attempted to legislate in February, 1909, but the proposals little consideration.

first state to pass a minimum wage law was Massachusetts. investigations began in 1911 followed by legislation in 1912. In states followed the example of Massachusetts and by 1915 extension of legislation was made in the 1915 legislature.

THE MINIMUM WAGE.

y be said to be almost impossible to create by law a minimum wage to be earned by all persons employed at a given work, the activity, the perfectness of every movement made by and the judgment of the eye and the strength of the person h to do with their earning capacity, even though they may g on a similar machine, but to cause man or woman to labor than the wages required to sustain life is a wrong for the at in so doing you are in a sense making an attack upon personal rights. Besides every person should earn enough to fe and some more than this for the day when age will not em to labor longer, so that causing them to labor early in less than a living wage, robs them of the pleasure and satisfaction after life.

part of the law referring to the minimum wage is a protection of the employed and a means of accumulating property me when the sear and yellow leaf comes. Therefore laws provide that a minimum wage should be paid the employee because the law of nature requires that it should be done. Men are not one to obey the laws of nature and will only obey the laws when compelled to do so. The schools of our land are filled with strong boys and weak ones. The strong boy is usually the boss, y resenting the interference of the other boys, administer them a sound thrashing for any aggression that may occur.

They are usually the transgressors of the law of the school and object to the rule of the teachers and parents and resent the activities of the laws of society which they must obey. These same lads may grow up filled with the dominant spirit of over-riding the rights of others and in their commercial dealings, they possessing a high power of intellect, will then complain if they are interfered with in their money-making propensities and the right they claim to have to exploit in a trade their fellow men, if done in the daylight, and it is natural to them to feel that their right should not be limited. Therefore the law attempts to regulate such affairs and this attempt is an abridgment of what he calls his liberties.

The same transgressor of the law of minimum wage is found in the factory, in the laundry, the restaurant, the store and the workshop where women are employed. These employers attempt to exploit, not in an illegal sense, but in a natural way, the time of their employes and by paying to them as little as they will agree to work for and to get them to work as many hours, if they have anything to do, as the employe will work without demurring. The law of minimum wage may be divided into two parts; the one which destroys the liberty of the laborer and the other which interferes with the profits of the employer. The first controls the activities of life and restricts the freedom to labor as they please. The other fixes the limit to which the employer may employ and the price that must be paid. There seems to be one element that is wrong and that is that every person should receive the minimum wage. Mrs. Jones may be working at a machine and by the keenness of her eye, the adeptness of the use of her fingers and the nerve she naturally possesses may be able to do twice the work that Mrs. Smith, working at another table at a similar machine, but without the attainments of Mrs. Jones, could do. The law fixed the wages that Mrs. Smith shall receive but does not limit the wages that Mrs. Jones shall receive. Consequently, the only thing that the employer can do is, after a fair trial, if Mrs. Smith does not improve, is to discharge her. This is measuring up the employe. The laws of many states have fixed a maximum rate per mile for the carrying of passengers on railroads. This limits the freedom of the railroad to charge exorbitant rates and only bears down upon the corporation and takes from the stockholders of the corporation certain profits which they otherwise might have. Consequently that law rests heavily upon the corporation and is a benefit to the traveling public. But this law was passed after a thorough investigation of the cost and the earnings of the various miles of railroad in each state, were scientifically made and based on the honest earning capacity and on the cost of the railway and its rolling stock, with a view of giving to it a reasonable profit. The minimum wage law was passed in this state after a thorough investigation of the needs of the employe and not the profit of the employer.

possible that a parasitic industry might suffer even to the having to go out of business, yet we have no facts or figures that a useful industry has been legislated out of existence. An industry that under normal conditions is not able to pay its employing wage has no just claim for existence. Sooner or later the employee suffers physical and mental bankruptcy and must be supported by the state for the balance of his life.

MINIMUM WAGE LAW FOR WOMEN IN THE STATE OF WASHINGTON.

Under this heading we are indebted to Hon. Edward W. Olson, Chairman of the Industrial Welfare Commission for the State of Washington, for his courtesy in permitting us to reproduce a paper written by him for presentation at the biennial meeting of the General Federation of Woman's Clubs, New York City, May 31st, 1916, dealing with the effects of minimum wage legislation in this state.

MEMBERS OF THE INDUSTRIAL WELFARE COMMISSION OF THE STATE OF WASHINGTON.

Jackson Silbaugh, Chairman, 1513 Sunset Ave., Seattle.

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C. H. Younger, Labor Commissioner, Olympia.

Frances K. Headlee, Secretary, Olympia.

In the short years ago, more than half the women workers of the State of Washington, exclusive of the women employed in the lonely household domestics, were receiving lower wages than the minimum required to support them in lives of virtue and decency. Of the 42,225 women employed in the state's industries, notwithstanding the past three years have been years of industrial depression, they receive enough pay for their services to enable them to live in decent comfort. They secure approximately \$21,957,000.

The startling change in condition is due to the enactment of the minimum wage law, one of the reform legislations in which the far West state leads. The law, passed in spite of strenuous opposition by employers though with the strong approbation of the club women, has met general satisfaction. Though it means a larger sum in wages for the majority of employers of female labor, few of them are willing to see the law repealed. They, as well as the women benefited by it, are more and more convinced the law is a profitable legislation for both employer and employee.

In the last 20 years, society has been deeply interested in the progress arising from the employment of women. With the growth of industrial achievement has come a tremendous demand for women. In the factories, mills, mercantile establishments, offices nearly every avenue of human activity, woman is an economic factor in employment.

More than a century ago, female wage earners were almost unknown in this country. In the colonial days they were scarcely a factor. Their labor was chiefly confined to the home and farm, though they had time for spinning and weaving.

Then came the era of the cotton gin, followed by that of the cotton mills, which gave rise to the demand for deft fingers rather than strength. The factory system grew by leaps and bounds. It called women and children from the homes to the industries. Today many of the colossal department stores and mail order houses employ them almost exclusively.

The commercial and industrial changes, accompanied by ruthless competition and the over-supply of workers, forced the wage standard, especially in the great centers of population, far below the cost of decent living. The struggle for a livelihood became so intense that during periods of business depression workers offered their service for long hours at a mere pittance, rather than go without work. In some of the Massachusetts woolen mills women work 10 hours daily for a weekly wage of \$4.50; will society long permit such enslavement?

In the West, the spirit of freedom was not to be entirely broken. Legislative action in behalf of the women workers of the state was forced at the bayonet of public opinion. Who dares to deny that society has the sacred duty to protect its women from the ravages of industrial greed and the pressure of need? Washington stands in the front rank of the states of our union which believe in liberating womanhood from industrial slavery.

There is no compensation for any arrangement of human affairs which makes women unfit to be good wives and mothers or deprives homes of home-makers. The trend of modern industry is to encourage the employment of women and children; to make of them, as wage earners, formidable competitors of their husbands and fathers. This displaces the natural bread-winners at the expense of that element of society upon which the perpetuity of the race and future of humanity depends.

Direct legislation, regulating wages and hours of labor, dates back to 1349. At that time England passed a labor statute to compel laborers and craftsmen to work for a lower wage than they demanded. The horror of such legislation is one of the dark pages of England's history, though it was ameliorated in 1563, when the statute was repealed and laws more liberal to the working people enacted. As soon as this order of things became effective, England began her ascendancy among nations. This helps to prove that the influence and strength of a nation are largely dependent upon the prosperity of its working people. The wage standard is the logical yardstick by which a nation or state may be so measured.

England, through the intrigue of its titled, land-controlling gentry, forced the repeal of many of the protective labor statutes. She again forced her people into a state of semi-servitude, which at the beginning of the Boer War gave startling results. The government was forced to recognize that the element of society which had for generations been employed in factories, had degenerated in health and efficiency to such an extent its members were unfit for the army. The discovery immediately brought about remedial legislation for the protection of workers in the so-called sweated trades.

Industrial enterprise is today an economic science dealing with the omnipotent law of supply and demand. Labor as well as capital is exploited for economic gain. Competition is so keen the average employer is as helpless as the employe and does not profit by low wages. Ruthless competition knows no limit, hence the necessity of strengthening labor. This is admirably accomplished by using the state's police power to establish a minimum wage standard to protect society from a situation detrimental to its welfare.

minimum wage regulations have been in construction for the years, during which standard minimum rates of pay for have been established in five leading industries and in various ones. The work has been accomplished through the Industrial Commission, which is empowered with legislative and administrative authority.

Commission, which undertook its work when serious business existed, was confronted with many seemingly unsurmountable. The overloaded labor market had forced wages to a standard. In its preliminary survey the Commission found a living wage but little in excess of wages for like industries in though the cost of living is greater in the West. In mercantile establishments 50 per cent of the females were receiving less than a living wage, while a large group of workers receiving less than \$7.00 and some as little as \$3.00 consisted of women entirely on their own resources. In factories the wage standard was still lower, with 60 per cent receiving less than a living wage. Less than 40 per cent of the laundry workers earned enough for self-maintenance. A majority of the women employed in hotels received less than a living wage though waitresses were almost invariably receiving adequately. In telephone exchanges about 40 per cent were paid less than enough for decent maintenance.

In each case, the wage rate determinations of the Commission are based on the estimated cost of living of a self-supporting woman. No allowance could be just. To arrive at a proper conclusion in this matter the Commission found necessary to conduct an extensive investigation into the cost of living.

A living budget, comprising practically every necessary expenditure for a woman's maintenance, was prepared. Each item was made the subject of deep inquiry as to its cost and its need to keep a woman in good health and comfort. Rooming and boarding conditions in various parts of the state were studied. The matter of laundry expense, the question of whether a woman could launder her own clothes or send them out, was investigated, medicine, dentistry, carfare, stationery, postage, association dues, and other items were carefully considered. Nothing was left to guess work in making out the estimated yearly budgets.

The result proved the worker's occupation is a strong determining factor in her cost of living. The average woman in a mercantile establishment incurs double the medical expense of a woman employed in factory work. The waitress spends almost five times as much for food and drink as the woman in any other occupation. Throughout the entire budget the expenses vary with the occupation, making it difficult to arrive at a proper conclusion in establishing a reasonable wage standard.

The facts gathered by the Commission were tabulated and submitted to public conferences called together for the purpose of making preliminary findings. Each conference was held by a group of three employees from the industry under consideration and three interested members representing the public. Sixty-three persons were thus assembled, at various times, making the entire conference a fairly representative body.

The conferences decided women employed in stores or general office work have an annual expense of \$520; women in factory occupations, \$428.80; women in laundries, telephone exchanges and general occupations, \$468; waitresses in hotels and restaurants, \$572. Allowances were made in the budgets for two weeks' vacation expense, health insurance, amusements and church. These averaged \$36.74 per

year or 70 cents weekly. No allowance was made for time loss during sickness or unemployment, in which cases the unfortunate women must apparently rely on the dispensation of Providence alone.

The weekly minimum wage rates for women over 18 years, in accordance with the living expense budgets, are: Mercantile occupations, \$10; factory work, \$8.90; laundry work, \$9; telephone exchange occupations, \$9; hotel occupations other than waitress, \$9; and office occupations, \$10. The wage of \$11 recommended for waitresses was rejected because it will not apply with equal justice to all employers and employes in the state.

In five of the conferences the wage determinations were unanimous. In the conference to determine the telephone operators' wages, three employers and three conferees representing the public voted in the affirmative and the three employes in the negative. Two laundry wage conferences were held before a satisfactory wage was recommended. The second unanimously agreed on the \$9 a week scale.

In addition, the Commission established weekly wage rates for minors of either sex under the age of 18. For mercantile, factory, laundry, telephone exchange and office work by those under 16 the scale is \$6; for hotel and office work for those between 16 and 18 it is \$7.50. In hotel and restaurant occupations, where board and room are furnished the employes, a charge of \$5 may be made for such service as part of the weekly payment.

It is estimated that 75 per cent of the regularly employed women in the state have been brought under the minimum wage law. The estimate is based on census reports, investigations, surveys and reports relating to the employment of women. There are 12,750 salesladies in the mercantile establishments; 4,500 stenographers and typists; 2,725 bookkeepers, cashiers and accountants; 1,800 milliners; 2,200 dress-makers and seamstresses; 6,500 hotel maids, cooks and waitresses; 2,800 laundresses; 3,200 telephone operators; 450 hairdressers and manicurists, and 5,300 in various manufacturing occupations.

No minimum wage has been established for household domestics. Their standard wage equals, if it does not exceed, a living wage. A survey of janitresses' wages and conditions of work is under way. Minimum wage orders for this group will be formulated during the year.

The important branch of the minimum wage legislation is that of apprenticeships. Upon this rests the efficacy of the entire scheme. Unless apprenticeships are properly limited, the structure falls of its own weight. Unless the question is controlled by the state, the law is practically unenforceable. Apprentices must be legally separated from the skilled workers or, in times of need, the skilled worker will join the apprentices to procure employment.

Up till now, in the entire history of minimum wage legislation, the apprentice question has been given only passing attention. Orders declaring merely that skilled workers shall not receive less than the stipulated wage and that unskilled workers may apprentice themselves at a mutually acceptable wage, have been entered. In such cases the judgment of the employer on the worker is final.

Such an apprentice, after serving a term, insists she is a skilled worker. The employer merely compares her with his highest skilled worker. The latter is the standard of efficiency and the court holds with it. When the one highly efficient worker is the standard, all the lesser efficient workers may be placed in the apprentice class. If such cases were the exception to the rule, there would be no need for minimum wage legislation. Such comparisons on the part of the employers are the rule.

one of the western states the plan of fixing a year's experience requirement for the standard wage was tried. There was no system of registration or licensing. As a result, the girls who could not keep their positions and who asked for higher wages, could not be considered as apprentices. In case they insisted they were discharged. The moral effect of a few discharged cases is to make the girls afraid to complain. The situation is general.

Control of the apprentice system must be vested in and administered by the state to properly protect the worker. The Industrial Commission of Washington is the first to undertake the solution of this problem, upon which the welfare of the apprentice workers

depends. The system of licensing workers is in effect. Each applicant must submit evidence to the Commission of her former experience before a license is issued. When the license is granted, the apprentice's name is entered for future reference. The license is operative in a particular establishment only, so the Commission knows how many licenses are in effect in all the state's establishments.

If an employer hire an unlicensed woman at less than the minimum wage he becomes subject to criminal as well as civil penalties. Each license issued designates the term of apprenticeship and the wage which must be paid. The rulings are made under the following safeguarding principles:

To limit the number of apprentices, thus preventing the displacement of skilled workers by apprentices.

To determine the term of apprenticeship in accordance with the skill required and the adaptability of the learner.

To gradually increase the wage of the apprentice as she advances in proficiency.

To refuse to license an apprentice in establishments where conditions are not conducive to her progress and welfare.

To revoke the license at any time if it is found it was procured through fraudulent means.

Occasionally the Commission makes a special investigation before a license is issued. The terms of apprenticeship vary from thirty days to one-half year, according to the skill demanded. When the apprenticeship time exceeds three months, it is divided into two or three periods with wage advances each period till the minimum is reached.

This is an incentive to the learner. Under the old system many girls were made to feel they were misfits because they were several years at wages of \$5 or \$6 before getting any increase. Their ambition was dwarfed. Soon they relegated themselves to the subaverage class. This is an impossibility under the present system.

The evidence of the efficiency of the apprentice-license system is shown in the following table of the number of workers and apprentices in the industries of the state. The figures cover employment in April, nearly two years after the first minimum wage became effective.

MERCANTILE ESTABLISHMENTS.

Number of women employed.....	8,500
Number of licensed apprentices.....	609
Includes salesladies, milliners, dressmakers, 58 of which are receiving \$9 per week; 283, \$7.50 per week; 112, \$6 per week or over; 119, \$5 or less, most of the latter being millinery apprentices.	

FACTORIES.

Total number females employed..... 5,300
 Total number of licensed apprentices..... 559
 Of these apprentices 225 are receiving \$7.50 per week or over; 284, \$6 per week or over and 50, less than \$6 per week.

LAUNDRIES.

Total number of females employed..... 2,800
 Total number of licensed apprentices..... 54
 Of this number, 17 are receiving \$7.50 per week or over and 37, \$6 per week or over.

TELEPHONE EXCHANGES.

Total number of females employed..... 3,200
 Total number of licensed apprentices..... 479
 Receiving from \$6 to \$8 per week.

OFFICE OCCUPATIONS.

Number of females employed..... 7,250
 Number of licensed apprentices..... 6
 No apprenticeships exist in either hotel or restaurant occupations.

SURVEY ON THE EFFECTS OF THE MINIMUM WAGE IN MERCANTILE ESTABLISHMENTS.

After the minimum wage had been in effect about sixteen months, the Bureau of Labor was asked to collect statistics on its effect and in October, 1915, we began a survey for that purpose.

The following blank, Form 17, was used in the survey which included almost every large city and every small city in the state:

STATE OF WASHINGTON

STATISTICAL CARD FOR INFORMATION ON MINIMUM WAGE.

Name of firm.....Class of industry.....
 Street.....City.....
 Name of employee.....Address.....
 Are you an apprentice or an experienced worker?.....Weekly wage.....
 How long have you worked at present occupation?.....
 How long have you lived in this state?.....
 Has the minimum wage helped you?.....If so, in what way?.....
If not, state why.....
 Do you know of any one who has lost her position because of the minimum wage?.....If so, whom? Name.....Address.....
 Do you think the present period of apprenticeship sufficient?.....
 If not, how long do you think it should be?.....
 Have the hours of service daily been decreased in your case?.....
 If so, how long do you now work daily?.....hours. How long did you work?.....hours. Age.....Where born.....
 Are you wholly or in part self-supporting?.....
 Date.....191.....Investigator.....
 Form 17.

We personally interviewed each girl and asked the questions on the blank. Almost three thousand girls responded and the result of the information gained was more than gratifying. Regarding the question, "Do you know of any girl who has lost her position on account

minimum wage?" we were able to get the names and addresses and on interviewing them personally we found there were none but most of them had secured positions elsewhere and during the wage while some of the younger girls had returned hence the cry that so many had lost their positions was false. The weekly increase of those who were benefited ranged from \$1.00 to \$6.00. In the question, "Have the daily hours of service been decreased?" we found that a very small per cent have been reduced to eight hours per day and eight on Saturday and even then receive less than for full time prior to the law.

APPRENTICES.

An apprentice is an inexperienced person, usually under age; if she receives less than the minimum wage she must obtain a license from the commission. In many cases when the apprentices were worthy their wages were increased before the expiration of the license, and in some instances mature women who were inexperienced were paid more than to make an effort to procure a license.

A survey made prior to the establishment of the wage, it was found out of a total of 5,155 salesladies in the state that over 55.6 per cent, received less than \$10.00 per week and 44.4 received over \$10.00 per week.

One-third of the stores had established a minimum wage of \$9.00 for girls of one year's experience and each of those girls were paid at the rate of \$1.00 per week.

EMPLOYEES' COMMENTS.

McKane.—"Before I reached eighteen I worked for \$5.00 per week. I didn't care whether I sold anything or not as I thought just the store was worth that amount; now you should see me when I get \$10.00 per week."

McKane.—"I have been able to move into a decent room now for \$10.00 per week and feel so much better physically."

Williamingham.—"I surely needed the raise as my father is out of work. I have to support four in the family now. We own our home and a garden so we get along fairly well."

McKane.—"I don't see how I ever got along on less than \$10.00. I am now able to have my teeth attended to and my eyes fitted to see."

Williamingham.—"I am now able to send my younger brother to business college and next year he will be able to pay me back and help me."

Williamingham.—"My younger sister and I received \$5.00 each per week, now I get \$10.00 and she is able to go back to high school."

Williamingham.—"I was increased to \$10.00 when the wage went into effect and later to \$11.00 and now I get \$12.00 and I know it is because of the law."

cause I sell so much more than the other \$10.00 girls in the department."

H, North Yakima (an apprentice).—"I only worked three months for \$6.00 and for the past three months I got \$7.50 and the head of department said I would get \$10.00 next month, but maybe I won't have gotten that anyhow."

I, head of an underwear department, Spokane, said: "The minimum wage has surely been a benefit in this department as the girls under me have become 50 per cent more efficient since they received more pay and the apprentices have all made good."

J, a cloak and suit saleslady, said she thought it kept her from losing an increase in wages in 1914. When asked if she had sold as much clothing as in the previous year she said, "No, I haven't because money seems so scarce."

The majority of girls of experience from five to ten years with the wage did not affect and had worked for several years, before receiving the \$10.00 per week objected because the present law gave it to the girl with one year's experience.

COMMENTS ON THOSE WHO CLAIM TO HAVE LOST THEIR POSITION ON ACCOUNT OF THE MINIMUM WAGE.

(1) A girl in Bellingham, who had been getting \$6.00 per week for a year and a half, was discharged because she was not worth \$10.00. Her own sister is employed in the same store and said she was not worth even \$6.00 but the manager had employed her through her influence. "Now," said the sister, "she has to keep house as money has lost her health."

(2) Several girls were out of work for a few months, then were either reinstated or went into other industries.

THOSE WHO CLAIMED TO HAVE HAD THEIR WAGES DECREASED.

Miss A, Bellingham, alteration room, during month of July, had her wages lowered from \$12.00 per week to \$10.00; thought it was on account of minimum wage. On interviewing the manager later he said there was no work in the alteration room during that month but he had intended to lay her off for a month but her brother recently died, leaving two children for her to support, so he hadn't the heart to lay her off but lowered her wages until the fall season opened.

B, Tacoma.—Had worked in certain store three years ago for \$12.00 per week, was married and widowed when she returned, had to work for \$10.00; thought it was the cause of the wage scale.

C, Seattle.—Had worked in Chicago eighteen years ago at Carnegie's for \$18.00 per week, married and reared a family since then now went to work again for \$10.00; thought it must be on account of the wage.

Seattle.—Was in millinery business herself in Illinois, came to town and only received \$10.00 per week and commission; laid it aside.

Venatchee.—Didn't like the wage because it gave girls \$10.00 only worked one year when she had worked five years before even \$10.00. On asking her what wages she was now receiving \$30.00 per week. She was buyer in a suit department.

Tacoma.—Head lady in jewelry department, said she was responsible for stock and appearance of department and for that reason able to make as many sales as her helpers and for that reason received as much as she did; laid it to the wage, of course.

Tacoma.—Elderly saleslady in cloak and suit, objected to the cause the wrapper in her department got \$10.00 when she had to do but sit all day and she heard her tell how she was out right this week and going out again tonight.

Tacoma, said, "It hadn't helped the married woman as she was the same as before."

Verett, said, "She hadn't had an increase of wages for nearly years and before this had gotten one at least oftener than that; to the wage."

EMPLOYERS' COMMENTS.

A, a proprietor of a ten-cent store, said he never realized that profitable to keep efficient help as since he was paying his girls per week it was not necessary to keep close tab on their department all nor straighten the counters after hours, all of which gave more time for constructive work in the store.

B, proprietor of a 5-10-15 cent store, who has only two apprentices and one minor on his payroll of forty-five people, said: "If minimum wage is ever repealed I will never go back to cheap help and it was a big loss to our business as we haven't changed girls the minimum wage for two years while before we had from two changes every week."

C said: "You don't hear us complain; we like it, as it has the girls more efficient as they realize they have to make good on the wage or they'll be discharged. It serves as an incentive than anything we could have planned."

D, when told of the objections of some of the girls who claimed could have had an increase of wages if it were not for giving her girls \$10.00, said: "Now, my girls know they will be increased as quickly as they deserve it. I have always told them to come and talk it over. I keep a card for each girl and show them just how much they cost me and they know what we can pay and as soon as they deserve an increase she gets it without asking." When told the girls were afraid of being discharged if they asked for an increase he scoffed at the idea and said he never heard of such a thing.

happening and that a visit from a girl had a stimulating effect and caused an increase of efforts.

E.—“It has helped our store wonderfully as we always paid good wages and the competition was keen before, now we have clear sailing.”

F, proprietor of a laundry, said: “The eight-hour law and the minimum wage are two of the best laws that have ever been passed for the laundryman. It does away with cutting of prices and helps the laundryman, who has always wanted to pay good wages but was prevented on account of competition,” but, he added, “Don’t quote me on this for the Commission might be making it harder for us if they thought we were in favor of what they had done.”

COLLECTION OF BACK PAY ON MINIMUM WAGE VIOLATIONS.

This Department has assisted the Commission in collecting back pay for girls who have received less than the minimum wage. Over \$5,000.00 has been collected without resorting to the courts and of that amount about \$1,500.00 was collected by the Labor Bureau.

CONCLUSION.

The past two years’ work has been materially aided by the cordial co-operation and direction of the State Labor Commissioner, by the interest manifested by the chief executive of the state and the assistance of organized labor.

The employers and employees of the state have co-operated in every way possible and have assisted in making the work one of pleasure.

The scope of the work is increasing and becoming more important every day and public sentiment among the citizens of the state, who are all enfranchised, is back of the law enforcement, and it is gratifying to know that we have the most progressive laws for women in Washington than in any of the other states, and no state guards her people industrially more than our own State of Washington.

Respectfully submitted,

LUCIA A. CRANGLE,
Assistant State Labor Commissioner.

REPORT OF INSPECTORS

REPORT OF STATE FACTORY INSPECTOR H. C. MILES OF SPOKANE.

SPOKANE, WASH., Sept. 19, 1916.

H. Younger, Commissioner of Labor, Olympia, Wash.

SIR: In compliance with your request, I herewith submit my report for the Eastern Washington district.

Viewing the factory inspection work, will say that I have endeavored to interest the managements and superintendents of the different plants in educating their employees in using the safety devices, discouraging carelessness by forming safety committees and instructing new men as to the dangers surrounding their work, and offering suggestions as to the best way to safeguard human life and prevent accidents in these places.

In well-regulated and up-to-date manufacturing plants the engineers all agree that safeguarding through safety devices is the first unit in accident prevention. I find that most accidents occur in plants where no organization or discipline along safety-first is maintained; some of the larger plants have taken this plan up and are carrying it with success. The smaller plants, while agreeing that proper organization and the adoption of safety devices is a good plan, forget it all after the inspector leaves the plant.

During the last six months ordered in sixteen circular heads were issued; nine of these orders have been complied with and the circular heads are now in use, four have been recently ordered, three have been shipped and all will no doubt be installed by the time this report is printed.

There have been several complaints from employers against the cost of the circular heads because of the high cost of same, but where they have them installed they are well satisfied with the improvement.

The prohibition of the use of the square head in jointers is the first order ever issued by the Commissioner of Labor and will be the saving of hundreds of hands and fingers in the future.

All plants in my district are all well ventilated with the exception of a few cases and in these instances new buildings are being constructed and in this way these defects will be remedied.

There are only three shingle mills in operation in my district owing to the inability to secure shingle bolts. These are all quite free from dust and well ventilated. I have had only one complaint because of lack of light or ventilation during the last two years and this case was

I have found Initiative Measure No. 8, known as the Employment Agency Law, very difficult to enforce, owing to the fact that Spokane is the center for the distribution of labor for Montana, Idaho, and parts of Oregon. There is a great deal of opposition to the enforcement of this law owing to the trouble of holding witnesses in the cases brought up, because the victims of the employment agency exploiters, or sharks as they are commonly called, are as a rule of a roving disposition and the agency man knowing this would appeal on being convicted in the justice court and then when the case came to trial in the superior court the witnesses would have disappeared, were in another state perhaps, anyway they could not be found.

After several of the agents were convicted and fined for charging a fee they contrived several schemes for the purpose of evading the law; selling a shovel guard, a useless piece of iron, for \$1.00, and giving the purchaser information where he could find employment, is one of these. The sale of cheap jewelry is another, while others operate a pool hall where every man an applicant for a job must spend a dollar or more in order to secure the information as to where he might procure employment.

I filed eleven complaints under this law, securing nine convictions and lost two cases, the last two cases, one of them in the superior court, the defendants were fined \$75.00 and costs. These heavy fines have tended to relieve the situation greatly and I have practically no complaints since.

The laborer is gradually learning to patronize the municipal and federal agency offices and I believe in a short time the evil of the old employment agent will be a thing of the past.

Owing to a great many new small mills starting up, and several old plants some of which have not operated for several years, most all of my time has been taken up in factory inspection work. I have found some time, however, to devote to the collection of a few small wage accounts for workmen besides handling several minimum wage cases. I have had to file three complaints under the public works eight-hour law and in each case the contractor pleaded guilty and was fined \$25.00 and costs. I believe the law is being more generally observed in this district than ever before.

Within the last six months there has existed a shortage of unskilled labor in the Inland Empire and nearly every contractor or person employing this class of labor complains of the insufficient number of men available.

Respectfully submitted,

H. C. MILES,

Factory Inspector, Eastern Washington District.

REPORT OF A. C. HUGHES, STATE FACTORY INSPECTOR,
LOCATED AT CENTRALIA.

OLYMPIA, WASH., Sept. 1, 1916.

H. Younger, State Labor Commissioner, Olympia, Wash.

SIR: In compliance with your request I am herewith handing you a report of my work in the Southwestern District, with headquarters at Centralia, during the past two years and ending at this date.

I have been in the service of the Labor Bureau long enough to see the good results of our work and on the whole these results are gratifying to me.

When I first went into the work, now nearly four years ago, I found that a majority of the people I came in contact with were decidedly opposed to this department of the public service of the state government for one reason or another.

The main objection seemed to be that the Bureau of Labor was a political proposition and did not mean anything more than the paying of political debts. It is a pleasure to be able to report now that this feeling has entirely disappeared with the possible exception of a few cases, and wherever I go both employer and employee seem to welcome me and I find them ready at all times to co-operate in making the work easier and safer for those who labor.

I have been able to succeed in convincing the manufacturers in my district that "safety first" is a paying proposition, taking it at any angle they may desire to view it from. The owners of the plants where safety committees are properly organized tell me that it not only prevents accidents but brings about a better feeling between employers and employees, resulting in better satisfied and more efficient crews. A particularly gratifying feature of our efforts is the almost universal cooperation on the part of employers with the Bureau in this district which has in a way standardized the principle of "safety first" at these plants during the past two years.

An instance of this: Owing to the fact that accidents were being caused so numerous on the square head jointer in spite of the fact that they were guarded; some time ago all square heads were ordered discontinued and to be replaced with round heads, and since that time I have had two men call my attention to the fact that they had received a minor cut on the fingers caused by the round head on jointer, and that if a square head been in use in such instances the men would have lost almost their entire hand.

I have had no trouble in getting these heads installed and at the present time cannot recall more than one or two places in this district where they have not already been put into service. This is a case where "safety first" pays.

The employer is also conserving his resources thereby, because an accident caused by a round head will only mean an expense of \$25 to

\$75, whereas an accident of a like nature caused by a square head would cost approximately \$475, because as you know the square head takes all the fingers off up to the hand, and the employee thus injured is ahead because he still has his hand left. As evidence of the interest that is being taken by some of the larger manufacturers would like to call your attention to the case of the Crown-Willamette Paper Co., of Camas. These people, about one years ago, appropriated approximately \$16,000 for the purpose of safeguarding their plant relative to the prevention of accidents therein.

This is of course an exceptionally large plant but a good many others are spending proportionally as much.

There are several new mills in this district and there certainly is a very remarkable difference between the mill of today and that of ten years ago. There are some mills now in the district where, if the employee uses any vigilance at all, no one will ever be seriously injured.

It is quite noticable, however, that the number of accidents has increased this year, but with all that the per cent of accidents has grown considerably less.

The accidents in the woods have reached a fearfully high mark but we are unable to offer any remedy, and it would be useless for an inspector to go into the woods because in no two camps would one find the same conditions existing, and they move the rigging every day or nearly so, making it so that one would have to be on the same job all of the time. The only remedy that seems available at this time to suggest would be to do away with the bonus system and to pass a boiler inspection law.

Several boiler explosions have occurred in this district during the past two years and in each case there was one or more fatalities. Have condemned two or three boilers in the last two years from an external examination merely. The law being so vague on this point makes it a very hard proposition for an inspector to contend with. In fact all our labor laws are rather vague. It seems to me, as it does to many others connected with the Bureau, that if the labor laws of the state were more specific they would be fairer to employer and employee alike and would cause less trouble and misunderstanding in regard to their enforcement.

The factory inspection laws especially should be more specific, for while some manufacturers spend their money freely for physical and other betterments in their plants and succeed well in eliminating accidents, there are others who do merely enough to keep within the law.

This latter class of proprietors are continually complaining about the cost of insurance while the former make no such protest and at the same time keep on paying for the other fellow's accidents.

Bringing all up to a standard as near as possible in the matter of safeguarding has eliminated this injustice to a certain extent but the

s complained of will prevail, almost invariably, until the laws
ed.

our travels we also find that the first aid campaign as con-
this state during the past year has been the means of saving
terring, oftentimes the saving of life itself. Where the idea
into actual practical observance it is true that with hardly
exception both employer and employe become deeply inter-
this feature of such conservation and some provision should
to continue the work in Washington.

oyment opportunities were rather poor during the last winter,
e present time there is a big demand for labor everywhere; in
demand far exceeds the supply. There are several reasons for
ong them is the harvest rush now on; the fishing season is at
and various other opportunities for changing employment,
good wages prevailing throughout has raised the morale of
very noticeably. This confidence seems to have given a new
the men who toil, with the result that they seem to be taking
interest in themselves, conserve their financial resources and
eral way indicate a much higher personal tendency. The
or good labor conditions all winter is very promising.

trip into Canada during my vacation last summer had the
of visiting a number of mills on the other side and which visit I
bly profitable. As to safeguards in mills and factories don't
y are in any better shape than we are on this side, if as

aws governing in Canada are more specific than they are with
nsequently those entrusted with their administration are in
ape to enforce them, even so we have had no great difficulty
ag out law enforcement in this district during the last two

e seems to be a better understanding of the labor laws through
orcement and all hands are becoming better posted as to their
nts and with a spirit of good citizenship indicate a willing-
ey them. Sometimes instances will arise where it is hard to
w enforcement among people who have a "political pull," or
reasons, and again county officials will sometimes decline to
operation with the Bureau because they do not believe in law
ent of this kind.

he whole conditions are very good and growing better all the

e should be a small debtor's court established where a laborer
small amount due him could sue for same without having to
ge attorney's fee. There are thousands of dollars lost to the
of the state every year in the aggregate because the amount
all to start suit for collection, pay for legal services and court
which would take all to accomplish collection.

Am hopeful also that the incoming legislature will enact a first aid law as it is very often the case that the doctor and hospital bill is more than the injured party will be able to hope for from the industrial insurance of the state.

Quite a number of the shingle mills of this district, the larger ones, have the dust blowers in operation, and I think it will be a question of a short time only until all the permanent shingle mills will have them in.

It makes the work easier, better and safer for all concerned and reduces the cost of insurance to the owner.

In conclusion I would like to express my appreciation to the mill and factory owners and employes of Southwestern Washington for their many courtesies to me during my work among them during the past four years.

Yours very truly,
A. C. HUGHES.
State Factory Inspector.

REPORT OF O. M. STRAND, STATE FACTORY INSPECTOR.

BELLINGHAM, WASH., October 1, 1916.

Hon. C. H. Younger, Commissioner of Labor, Olympia, Wash.

DEAR SIR: In accordance with your request, herewith submit a report of my work in the Everett District, composed of the counties of Island, San Juan, Skagit, Snohomish and Whatcom.

As my term of service has not covered the full period of two years, and which term the report should really embrace, will give all the information gained and observations made during the time of my service, viz., the last three months. Because of this we are unable to give what might be considered a complete review but hope, however, that our contribution to the fund of information given the Bureau from other sources and districts will add to it and help in even a little way.

An inspection of the salmon canneries prove that they are in fairly good condition generally. The fish run this season is far smaller than was expected and considerably below the yearly average, and because of this employers and cannery managements were in better position to improve the physical condition of their plants by utilizing the help, or a portion of it, in making these improvements. In all particulars these plants are in good order, appliances for working kept up, sanitation fairly good and light and ventilation acceptable. During my travels have found only one cannery where the sanitary conditions prevailing could really be classed as bad.

The saw mill operators of this district are improving the physical condition of their plants a good deal and the conclusion is that they are better equipped in all particulars of operation now than at any

ing the past four years, fully 50 per cent nearer the ideal con-

hingle mills are better in all respects, safeguards are being and very many of them are equipped with dust collectors. A number of the bigger plants are contemplating equipping their plants with cyclone dust collectors. The sanitation of the good and they are well lighted and all concerned seem to be cooperative along the line of requirements of the Labor and its directions towards the installation of necessary safety protection against accident to their employees.

ness during the process of making repairs or changes these may be removed and either through neglect or their design in the process of removal, they would not be replaced or new one and placed in position, and they have to be reminded of defect and informed as to the necessity of their installation at

menace of the square head jointer in several plants seems to be a thing to get rid of; proprietors in those instances do not seem kindly to such innovation because of the expense attached in making of such a change, and do not seem to appreciate the degree of safety that would be afforded the workers by the use of the safety device known as the round head jointer. However, most of the jointer machines are equipped with the safety heads now on be, and it will not be long until all have decided to put them and play safe in this respect.

laundries of the district are in good shape, sanitary and safe against the dangers to human life from exposed dangerous gearing.

and that the man engaged on public works, such as highway construction, are worse off than all those engaged in any other class of work coming under the jurisdiction of the Bureau. A large percentage of these men have many grievances against the contractors under whom they work; camp conditions are poor and sanitation and the wages they afford are very meagre indeed.

As to the matter of safeguards the employers generally are coming to a realization of the fact that there is financial economy for them in the installation and one of the chief efforts in my work in the industrial plants is that of the fostering of a better and more feeling of cooperation on the part of employers and employees together. Through the agency of such cordiality we hope that safety conditions will prevail.

The cornerstone for the prevention of accidents rests altogether on the men themselves, employer and employee alike, it is a matter of mutual interest and responsibility. If the owner of the plant is true to this, the superintendent of the place will be, the foreman will be, and the men will in that way have an object lesson before them and cannot well get away from cooperating with their leaders.

Artificial safeguards are, of course, elements of safety but after they are only the smaller units.

It is a well known fact that only a portion of the large number of the accidents in industrial occupations accruing in this state may be made preventable by mechanical safeguards. Experts in this field all agree that as much as 60 per cent of all the accidents are due to causes other than mechanical defects. The greatest preventative is the man himself and it is proverbial that the man who is careless of himself is not at all much of an asset in the protection towards the safety of his fellow worker and it is one of the impossibilities to safeguard a careless, indifferent man.

It is therefore absolutely necessary that a code of teaching and rules should be established and to be imperatively adhered to that will in time so possess men under such conditions that their safety may be in some manner reasonably well assured. The institution of "safety committees" seems to be the most practical method towards such performance.

This committee should include the proprietors themselves, at least one of them, who is most on the job, the superintendent of the plant, the foreman, and a good representative selection from the ranks of the workers themselves, good, active fellows who take a pride in their occupation, have proper estimate of themselves, and who will naturally be possessed of the other attributes of a representative man of his calling. Systematic operation by such a collection of intelligence will in a short time succeed admirably in inculcating the spirit of safety first into the entire force, and such education aided by mechanical safeguards will be the means of bringing about the most desired results. It is worth while remembering that "eternal vigilance is the price of safety."

There has been a big scarcity of skilled labor, noticeable everywhere during the past few months, and labor of all classes is being in demand for it at this time and which speaks well for the business conditions prevailing.

Hoping the above summary will be satisfactory to you.

Very truly yours,

O. M. STRAND,
State Factory Inspector.

REPORT OF STATE FACTORY INSPECTOR C. M. SHRADER OF SEATTLE.

SEATTLE, October 1st, 1916.

Mr. C. H. Younger, Commissioner of Labor, Olympia, Wash.

DEAR SIR: January 1st, 1916, the undersigned assumed the duties of state factory inspector. Since that time have worked in two districts; first in the Bellingham district, and since June 1st, last, in the Seattle district.

By reason of the brief period in either place and the large size of the districts, both territorially and in the great number of mills

there are, it has been practically impossible to cover them in such a brief period. However the places that have been visited and the condition of them as relates to safety generally, give the hope that the spirit of progress has taken hold and that a continuous good may be expected. There seems to be a tendency towards making conditions surrounding the men and the work in these plants better; that machinery is being safeguarded very well and quite generally with the proper safeguards when of a dangerous kind in their operation.

There seems to be quite a desire on the part of owners and managers to be generous in their compliance with the true spirit of "safety first." Whenever new mills or factories are being built this tendency is shown in the way of better construction, more complete in design and provisions for what it is intended, and in all matters related to the welfare of workers, and for the accomplishing of more and better results. These innovations are quite noticeable. Men seem to be profitably using their experience and are putting that experience and some of the lessons that have accrued in such fields of experience and endeavor into the improvement of the machinery and equipment that are being added to the list of such enter-

prises. The general spirit of progress is manifest quite generally and which was stimulated about by the campaign of "safety first" that was launched a few years ago, and which the Bureau is waging with consistent and united effort of all its forces. That it can be developed in a much greater degree there is every possibility and that it will be developed accordingly is highly probable. It is assumed primarily that factory inspection work is to encourage and supervise the installation of safe machinery. I have found that our duties are much more extended and varied than had been anticipated when beginning the work. It takes pretty much of a hustle all of the time to get over the ground and at the same time make factory inspection that what it is intended to accomplish. The best of safeguarded plants will not eliminate accidents though it will prevent many of them, and will often times reduce the severity of the injury in case of accident, accidents they cannot entirely prevent.

To illustrate this a single example will suffice. As dangerous as any machine is likely to find in the mills is the jointer, used in saw and wood working shops, when equipped with the old style square head. Some employers sought to make the machine less dangerous by bolting up the head with hard wood. Injuries on the old machines so often result in that they are far less serious than formerly before improvements were added to it.

It follows, therefore, that if we are to reduce accidents to the minimum we must educate the workman to be careful and always on his guard while at his work. Instructing men in accordance with this has been my duty at all times while on the work, and every place I visit attend that very important part towards safety of workers as far as possible.

Let me, right here and now, make testimony to the fact that employers quite generally are co-operating with inspectors in safeguarding their plants; there are some exceptions, however, yet after all co-operation along this line is very generous indeed. Factory inspectors are no longer considered as meddlers by intelligent employers and employees; on the contrary both employers and workers of the state are bent in a very serious way in the task of safeguarding human life, helping in the humanitarian work of preserving to society its workers in factory and shop and mill.

One of the best regulations adopted by the Bureau of Factory Inspection recently is that aimed to rid wood working establishments of all square head jointers above mentioned. Have recommended the placing of a great many of these heads with the round safety head in this district, and am meeting with very gratifying results. In a few instances have had to O K the square head when provided with a satisfactory guard, as the nature of the work to be performed would not admit of the use of a safety head.

In addition to the inspection of plants have had considerable work in the enforcement of the various laws the past season and more particularly the eight hour law. Have been quite successful in such enforcement, securing a conviction in every case handled.

Regarding the laws relating to child labor will say that it is being observed quite generally and have had but one infraction and that resulted in a court proceeding and wherein the minimum fine was imposed and the defendant pleading guilty.

In conclusion would suggest that the next legislature be urged to revise our labor code. It seems to me that the inspection fee charged employers is not always fair. The law, as it now stands, requires that an employer having six or seven people working in his plant pay a yearly inspection fee of ten dollars, even though the plant is in perfect condition both in building and equipment, while the employer with several hundred workers on the pay roll pays the same fee, even though the work for the inspector to make thorough inspection of such a plant and the work also of suggesting safeguards for this, that and the other countless machines almost, make a very tedious and onerous duty that he has to perform and takes much more time to accomplish.

The eight-hour public work law should be changed, it appears to me so that some administrative officer, preferably the State Labor Commissioner, should be given the power to declare an emergency in such work. Considerable friction has arisen in Snohomish county the past season over this point in the law. The county commissioners having given the permission to road builders to work their men ten hours when the law does not delegate any such power to them. The contractors would then be prosecuted by this department when in some cases at least they were not guilty of intentionally violating the law.

Respectfully submitted,

C. M. SHRAKER,
State Factory Inspector.

TEAMBOAT INSPECTION

ANNUAL REPORT OF STEAMBOAT INSPECTION LAW.

From December 31st, 1914, to January 1st, 1916, showing the number of certificates and licenses issued.

Licenses Issued During Above Period as Follows:

1915	NAME	LICENSE AS	POWER	WATERS
Jan.	Oren M. Morsman....	Master and pilot.....	Steam...	Whatecom Lake
Jan.	Joseph Perry.....	Engineer.....	Steam...	Whatecom Lake
April	Severt Kanakkeberg..	Master, pilot and engineer.....	Gas.....	Silver Lake
May	Dell Brown.....	Master, pilot and engineer.....	Gas.....	Crescent Lake
May	F. E. Kalloch.....	Master, pilot and engineer.....	Gas.....	Crescent Lake
May	E. H. Helpenstell.....	Master, pilot and engineer.....	Gas.....	Crescent Lake
May	H. E. McMichael.....	Master, pilot and engineer.....	Gas.....	Crescent Lake
May	Paul Potter.....	Master, pilot and engineer.....	Gas.....	Crescent Lake
June	C. H. Orodle.....	Master, pilot and engineer.....	Gas.....	Ofut Lake
June	E. F. Shotwell.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
June	Willard Van Meter.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
June	C. C. Lafferty.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
June	W. T. Pasley.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
June	C. W. Van Meter.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
June	Chas. Bell.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
June	Ed. Wapato.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
June	O. E. Rood.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
June	Roy M. Barton.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
June	T. S. Potter.....	Master, pilot and engineer.....	Gas.....	Crescent Lake
June	H. F. Herwig.....	Master, pilot and engineer.....	Gas.....	Newman Lake
June	R. K. Sutton.....	Master, pilot and engineer.....	Gas.....	Newman Lake
June	G. L. O'Neill.....	Master, pilot and engineer.....	Gas.....	Newman Lake
June	Walter Pasley.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
June	Wesley Morgan.....	Master, pilot and engineer.....	Gas.....	Loon Lake
June	S. L. Meyer.....	Master, pilot and engineer.....	Gas.....	Colville Lake
June	P. O. Dey.....	Master, pilot and engineer.....	Gas.....	Colville Lake
June	R. D. Williams.....	Master, pilot and engineer.....	Gas.....	Fish Trap Lake
June	F. J. Tuttle.....	Engineer.....	Gas.....	Chelan Lake
June	L. F. Easterday.....	Master, pilot and engineer.....	Gas.....	Soap Lake
June	Henry Granpre.....	Master, pilot and engineer.....	Gas.....	Soap Lake
June	Sherman S. Pearl.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
July	G. H. Sheesley.....	Master, pilot and engineer.....	Gas.....	Silver Lake
July	Jerome E. Wimmer.....	Master, pilot and engineer.....	Gas.....	Loon Lake
July	G. F. Davis.....	Master, pilot and engineer.....	Gas.....	Medical Lake
July	Townsend Wolfe.....	Master, pilot and engineer.....	Gas.....	Medical Lake
July	J. W. Morsman.....	Engineer.....	Steam...	Whatecom Lake
July	George A. Jenkins.....	Master, pilot and engineer.....	Gas.....	Whatecom Lake
July	Lee Pittman.....	Master and pilot.....	Steam...	Whatecom Lake
July	W. M. Ketchum.....	Engineer.....	Steam...	Whatecom Lake
July	G. W. Douglass.....	Master, pilot and engineer.....	Steam...	Whatecom Lake
July	Marvin Elliott.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
July	R. W. Little.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
July	Sam Lowden.....	Master, pilot and engineer.....	Steam...	Union Lake
July	D. C. Coakley.....	Master, pilot and engineer.....	Gas.....	Liberty Lake
July	Coyne Earnest.....	Master, pilot and engineer.....	Gas.....	Liberty Lake
July	T. F. Ahl.....	Master, pilot and engineer.....	Gas.....	Cushman Lake
July	D. H. Donaldson.....	Engineer.....	Gas.....	Crescent Lake
July	J. A. Martin.....	Master, pilot and engineer.....	Gas.....	Crescent Lake
July	W. H. Martin.....	Master, pilot and engineer.....	Gas.....	American Lake
July	H. Hicks.....	Master, pilot and engineer.....	Gas.....	American Lake
July	John Nelson.....	Master, pilot and engineer.....	Gas.....	Keechelus Lake
Aug.	Gus Bresemann.....	Master, pilot and engineer.....	Gas.....	Spanaway Lake
Aug.	F. W. Robinson.....	Master, pilot and engineer.....	Gas.....	Keechelus Lake
Aug.	W. D. Nickson.....	Master, pilot and engineer.....	Gas.....	Liberty Lake
Aug.	H. S. Burley.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
Aug.	A. Fletcher.....	Master, pilot and engineer.....	Gas.....	Newman Lake
Aug.	Leon Tupper.....	Master, pilot and engineer.....	Gas.....	Wenatchee Lake
Aug.	J. H. Gibson.....	Master, pilot and engineer.....	Gas.....	Crescent Lake
Aug.	E. A. Collins.....	Master, pilot and engineer.....	Gas.....	Ofut Lake
Sept.	T. V. Tuttle.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
Sept.	Gaines Tuttle.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
Sept.	B. J. Tuttle.....	Master, pilot and engineer.....	Gas.....	Chelan Lake
Sept.	Harry W. Green.....	Master, pilot and engineer.....	Gas.....	Long Lake
Sept.	Sofus Herman.....	Master, pilot and engineer.....	Gas.....	Long Lake
Sept.	Geo. C. Hill.....	Master, pilot and engineer.....	Gas.....	Moses Lake
Sept.	Joseph James.....	Master, pilot and engineer.....	Gas.....	Long Lake
Oct.	N. S. Brannan.....	Master, pilot and engineer.....	Steam...	Whatecom Lake

Certificates issued to the Following Vessels, 1915:

NAME	OWNER	POWER	CITY
Star	S. Kanekkeberg	Gas.	Bothell
King	Clallam County	Gas.	Piedmont
	O. H. Orodle	Gas.	Tumwater
anche	Lake Chelan Transportat'n Co.	Gas.	Lakeside
he	Lake Chelan Navigation Co.	Gas.	Lakeside
st	Lake Chelan Navigation Co.	Gas.	Lakeside
is	O. C. Lafferty	Gas.	Lakeside
ow	Ed Wapato	Gas.	Manson
mental	O. E. Rood	Gas.	Lakeside
ler	J. W. Pederson	Gas.	Moab
y	Sam Sutton	Gas.	Moab
er	Walter Paaley	Gas.	Manson
te	E. J. Ohingren	Gas.	Moab
	Evan Morgan	Steam.	Loon Lake
ent	Kleba & Meyers	Gas.	Sprague
City	R. D. Williams	Gas.	Fish Trap
ine	Tuttle & Sons	Gas.	Chelan
Wing	Henry Wallin	Gas.	Soap Lake
ck	Thad S. Potter	Gas.	Lake Crescent
	G. H. Sheesley	Gas.	Bothell
No. 1	B. & M. Co., Inc.	Gas.	Tenino
No. 2	B. & M. Co., Inc.	Gas.	Tenino
No. 3	B. & M. Co., Inc.	Gas.	Tenino
No. 4	B. & M. Co., Inc.	Gas.	Tenino
No. 5	B. & M. Co., Inc.	Gas.	Tenino
No. 6	B. & M. Co., Inc.	Gas.	Tenino
No. 7	B. & M. Co., Inc.	Gas.	Tenino
No. 2	G. F. Davis	Gas.	Medical Lake
	G. F. Davis	Gas.	Medical Lake
	G. F. Davis	Gas.	Medical Lake
	Little & Kingman	Gas.	Lucerne
	Brace & Hergert	Steam.	Seattle
	D. C. Coakley	Gas.	Liberty Lake
y Bell	D. C. Coakley	Gas.	Liberty Lake
nan	Oscar Ahl	Gas.	Hoodeport
ower	Geo. C. Hill	Gas.	Mae
t	Morsman & Shaw	Steam.	Bellingham
a	Geo. Jenkins	Gas.	Bellingham
erite	Pittman & Douglass	Steam.	Bellingham
re	Pittman & Douglass	Steam.	Bellingham
Earles	Sol Duc Hot Springs Co.	Gas.	Sol Duc
ent	Sol Duc Hot Springs Co.	Gas.	Sol Duc
	W. H. Martin	Gas.	South Tacoma
H	Hicks & Detweiler	Gas.	South Tacoma
e	John Nelson	Gas.	Meadow Creek
	D. S. Burgett	Gas.	Keechelus
	A. T. Watkinson	Gas.	Manson
	Gus Broseman	Gas.	Spanaway
elus Inn	H. Dreyfus	Gas.	Keechelus
II	W. D. Nickson	Gas.	Liberty Lake
ell	H. S. Burley	Gas.	Lakeside
ika Queen	Tollefsen & MacFarlane	Gas.	Spokane
on First Creek	O. A. C. Mill Co.	Gas.	Dardanelles
	Chelan County	Gas.	Manson
y	E. A. Collins	Gas.	Offut
er	Tuttle & Sons	Gas.	Chelan
	Sherman Bell	Gas.	Manson
	Gus Wallin	Gas.	Soap Lake
ne	Herman & Green	Gas.	Spokane
Bird	H. F. Herwig	Gas.	Moab
ngton	Joseph James	Gas.	Tumtum
ry	Clallam County	Gas.	Port Angeles

ANNUAL REPORT OF STEAMBOAT INSPECTION LAW.

From December 31st, 1915, to October 1st, 1916, showing the number of certificates and licenses issued.

Licenses Issued During Above Period as Follows:

1916	NAME	LICENSE AS	POWER	WATER
June	C. A. Nelson	Master, pilot and engineer	Steam . . .	Crescent L
June	Dell Brown	Master, pilot and engineer	Gas	Crescent L
June	W. B. Judson	Master, pilot and engineer	Gas	Crescent L
June	T. S. Potter	Master, pilot and engineer	Gas	Crescent L
June	Ecoff Larsen	Master, pilot and engineer	Gas	Offut Lake
June	J. A. Martin	Master, pilot and engineer	Gas	Crescent L
June	E. H. Helpenstell	Master, pilot and engineer	Gas	Crescent L
June	Lawrence Kingman	Master, pilot and engineer	Gas	Obelan L
June	W. T. Pasley	Master, pilot and engineer	Gas	Obelan L
June	Roy M. Barton	Master, pilot and engineer	Gas and Steam	Chelan L
June	Lyle Van Meter	Master, pilot and engineer	Gas	Obelan L
June	Willard Van Meter	Master, pilot and engineer	Gas	Chelan L
June	C. W. Van Meter	Master, pilot and engineer	Gas and Steam	Chelan L
June	E. E. Shotwell	Master, pilot and engineer	Gas and Steam	Chelan L
June	Sherman Bell	Master, pilot and engineer	Gas	Obelan L
June	H. S. Burley	Master, pilot and engineer	Gas	Obelan L
June	John Geminhard	Master, pilot and engineer	Gas and Steam	Obelan L
June	A. W. Blanchard	Master, pilot and engineer	Gas	Obelan L
June	O. O. Lafferty	Master, pilot and engineer	Gas	Obelan L
June	H. Watson	Master, pilot and engineer	Gas	Obelan L
June	F. A. Harvey	Master, pilot and engineer	Gas	Obelan L
June	C. H. Knox	Master, pilot and engineer	Gas	Obelan L
June	D. O. Coakley	Master, pilot and engineer	Gas	Liberty L
June	Donald Herbert	Master, pilot and engineer	Gas	Liberty L
June	F. Rantz	Master, pilot and engineer	Gas	Medical L
June	Wm. Reynolds	Master, pilot and engineer	Gas	Medical L
June	James Bray	Master, pilot and engineer	Gas	Medical L
July	A. Fletcher	Master, pilot and engineer	Gas	Newman L
July	R. D. Williams	Master, pilot and engineer	Gas	Fishtrap L
July	H. Tollefsen	Master, pilot and engineer	Gas	Newman L
July	Walter Owens	Master, pilot and engineer	Gas	Newman L
July	Oren M. Morsman	Master and pilot	Steam . . .	Whatecom L
July	Joseph Perry	Engineer	Steam . . .	Whatecom L
July	Lee Pittman	Master and pilot	Steam . . .	Whatecom L
July	G. W. Douglass	Master, pilot and engineer	Steam . . .	Whatecom L
July	G. F. Davis	Master, pilot and engineer	Gas	Medical L
July	R. V. Meliza	Master, pilot and engineer	Gas	Obelan L
July	Ed Leadley	Master, pilot and engineer	Gas	American L
July	B. J. Tuttle	Master, pilot and engineer	Gas	Obelan L
July	Gaines Tuttle	Master, pilot and engineer	Gas	Obelan L
July	F. J. Tuttle	Master, pilot and engineer	Gas	Obelan L
July	Thos. V. Tuttle	Master, pilot and engineer	Gas	Obelan L
July	G. H. Sheesley	Master, pilot and engineer	Gas	Silver Lake
July	Chas. Bell	Master, pilot and engineer	Gas	Obelan L
July	John W. Gale	Master, pilot and engineer	Gas	Kachem L
Aug.	S. Kanekober	Master, pilot and engineer	Gas	Silver Lake
Aug.	J. Guiselman	Master, pilot and engineer	Steam . . .	Loon Lake
Aug.	Walter B. Clifford	Master, pilot and engineer	Gas	Obelan L
Sept.	F. E. Killock	Master, pilot and engineer	Gas	Crescent L
Sept.	Geo. P. Porter	Master, pilot and engineer	Gas	Crescent L

Certificates Issued to the Following Vessels, 1916:

NAME	OWNER	POWER	CITY
	P. J. Becker.....	Steam...	Piedmont
	T. S. Potter.....	Gas....	Lake Crescent
	Ecoff Larsen.....	Gas....	Offut
	Lake Chelan Transportat'n Co.	Gas....	Lakeside
	Lake Chelan Transportat'n Co.	Gas....	Lakeside
	Lake Chelan Transportat'n Co.	Gas....	Lakeside
	Lake Chelan Transportat'n Co.	Gas....	Lakeside
	Ed Wapato.....	Gas....	Lakeside
	John Gemmehard.....	Gas....	Manson
	A. W. Blanchard.....	Gas....	Manson
	C. C. Lafferty.....	Gas....	Lakeside
	H. M. Watson.....	Gas....	Lakeside
	H. S. Burley.....	Gas....	Lakeside
	C. H. Knox.....	Gas....	Manson
	Liberty Lake Boat Company.	Gas....	Liberty Lake
	Liberty Lake Boat Company.	Gas....	Liberty Lake
	Liberty Lake Boat Company.	Gas....	Liberty Lake
Comfort	Wm. Reynolds.....	Gas....	Medical Lake
	Sam Sutton.....	Gas....	Moab
	R. D. Williams.....	Gas....	Fishtrap
	H. Twitchell.....	Gas....	Moab
	Pittman & Douglass.....	Steam...	Bellingham
	Pittman & Douglass.....	Steam...	Bellingham
	Morsman & Shaw.....	Steam...	Bellingham
No. 2.	G. F. Davis.....	Gas....	Medical Lake
	G. F. Davis.....	Gas....	Medical Lake
	R. V. Melika.....	Gas....	Moore
	H. W. Hicks.....	Gas....	Tacoma
Earles	J. A. Martin.....	Gas....	Piedmont
nt	J. A. Martin.....	Gas....	Piedmont
	Tuttle & Sons.....	Gas....	Chelan
	Tuttle & Sons.....	Gas....	Chelan
	G. H. Sheesley.....	Gas....	Bothell
Comfort, Jr.	Wm. Reynolds.....	Gas....	Medical Lake
	J. W. Gale.....	Gas....	Easton
Star	S. Kauekeberg.....	Gas....	Bothell
	Even Morgan.....	Steam...	Loon Lake
	W. H. Martin.....	Gas....	South Tacoma
ra Queen	Tollefson & MacFarlane.....	Gas....	Moab
	E. J. Hayes.....	Gas....	Keechelus
isco	L. W. Davis.....	Gas....	Keechelus
ude	H. Dreyfus.....	Gas....	Keechelus
	Gus Wallin.....	Gas....	Soap Lake
King	Clallam County.....	Gas....	Port Angeles
on First Creek		Gas....	Manson
y, Inc.			
clus Inn	U. S. Reclamation Service.....	Gas....	Meadow Creek

IONS OF THE NAVIGATION LAW OF THE STATE OF WASHINGTON AND FINES THEREFOR.

15th, 1916, patrol made on Lake Chelan and the
Cupid overhauled by the representative of the Bureau.
time the Cupid was well loaded down and had a passen-
of six women and three men, and in addition a large
camping outfit. Inspection at the time revealed that the
in charge of a man who did not have a license as a
pilot and engineer. There were no life preservers on

board, no lights, no certificate, no equipment for safety whatever, not even a bucket to bail the water out in any kind of emergency. The boat is owned by A. Post, of Chelan, and legal proceedings started against him for this offense, resulting in a fine of \$20.00 being imposed.

August 20th, 1916, complaint filed against G. F. Davis for operating a launch on Medical Lake contrary to the requirements of the law. The boat was in charge of a fifteen-year-old boy, who admitted to parties that he had no license and that he did not understand operating a boat. On the 19th before he came very close to running down a swimmer, and it not been for the timely arrival of assistance the swimmer would have lost his life. On July 4th, Mr. Davis was found guilty of permitting a boat of his to be operated by a party not holding a license so to do. Investigation of these offenses followed, with the result that minimum penalties were imposed and license privilege threatened would be revoked if repetition of the kind came to the notice of the Bureau.

Several lesser violations came to the notice of the Inspector. These were passed over without legal action being taken with the understanding with these minor offenders that they would not be permitted and if they desired to remain in business the only thing for them to do was to observe conformity with the law.

LAWS
Governing Hours of Labor
AND
Bonds of Contractors on
Public Works

CHAPTER 101—LAWS OF 1899.

Eight Hours to Constitute a Day's Work.

establish the number of hours to constitute a day's work on
state, county and municipal construction or such work done
contract or sub-contract, and providing penalties for its viola-

1. Hereafter eight hours in any calendar day shall
a day's work on any work done for the state or any coun-
municipality within the state, subject to conditions hereinafter

. All work done by contract or sub-contract on any build-
improvements or works on roads, bridges, streets, alleys or
for the state or any county or municipality within the state,
done under the provisions of this act; *Provided*, That in
extraordinary emergency such as danger to life or property,
for work may be extended, but in such case the rate of
one employed in excess of eight hours of each calendar day,
one and one-half times the rate of pay allowed for the same
time during eight hours' service. And for this purpose
made a part of all contracts, sub-contracts or agreements
done for the state or any county or municipality within the

. Any contractor, sub-contractor, or agent of contractor
contractor, foreman or employer who shall violate the pro-
this act, shall be deemed guilty of misdemeanor and upon
shall be fined in a sum not less than twenty-five dollars
than two hundred dollars, or with imprisonment in the
for a period of not less than ten days nor more than
rs, or both such fine and imprisonment, at the discretion of
(L. '99, p. 163, § 101.)

CHAPTER 44—LAWS OF 1903.

work to be Performed in Working Days, of Eight Hours Each.
declaring it to be a part of the public policy of the State of
ington that all public work for it, or any political sub-division
d by its laws, shall be performed in work days of not more
eight hours each, except in cases of extraordinary emergency,
provisions for carrying out such policy.

1. That it is a part of the public policy of the State
ington that all work "by contract or day labor done" for it,
political subdivision created by its laws, shall be performed in
s of not more than eight hours each, except in cases of
ary emergency. No case of extraordinary emergency shall
ued to exist in any case where other labor can be found to

take the place of labor which has already been employed for eight hours in any calendar day.

SEC. 2. All contracts for work for which the State of Washington, or any political subdivision created by its laws, shall provide that they may be cancelled by the officers or agents authorized to contract for or supervise the execution of such work, in case such work is not performed in accordance with the policy of the state relating to such work.

SEC. 3. It is made the duty of all officers or agents authorized to contract for work to be done in behalf of the State of Washington, or any political subdivision created under its laws, to stipulate in all contracts as provided for in this act, and all such officers and agents, and all officers and agents entrusted with the supervision of work performed under such contracts, are authorized, and it is made their duty, to declare any contract canceled, the execution of which is not in accordance with the public policy of this state as herein declared. (L. '03, p. 51, § 44.)

CHAPTER 28—LAWS OF 1915.

Bonds of Contractors on Public Works.

AN ACT relating to contractors and bonds upon public work and amending sections 1159 and 1161 of Remington and Ballinger's Annotated Codes and Statutes of Washington, and declaring an emergency.

SECTION 1. That Section 1159 of Remington and Ballinger's Annotated Codes and Statutes of Washington be amended to read as follows:

Section 1159. Whenever any board, council, commission, trustee or body acting for the state or any county or municipality or any public body shall contract with any person or corporation to do any work for the state, county or municipality, or other public body, city, town or district, such board, council, commission, trustees or body shall require the person or persons with whom such contract is made to make, execute and deliver to such board, council, commission, trustees or body a good and sufficient bond, with two or more sureties, or with a surety company as surety, conditioned that such person or persons shall faithfully perform all the provisions of such contract and pay all laborers, mechanics and subcontractors and materialmen, and all persons who shall supply such person or persons, or subcontractors, with provisions and supplies for the carrying on of such work, which bond shall be filed with the county where such work is performed or improvement made, except in cases of cities and towns, in which cases such bond shall be filed with the clerk or comptroller thereof, and any person or persons performing such services or furnishing material to any subcontractor shall have the same

er the provisions of such bond as if such work, services or was furnished to the original contractor; *Provided, however,* provisions of this act shall not apply to any money loaned to any such contractor, subcontractor or other person in performance of any such work.

2. That Section 1161 of Remington and Ballinger's Annotated and Statutes of Washington be amended to read as

Section 1161. The bond mentioned in Section 1159 shall be in amount equal to the full contract price agreed to be paid for such improvement, and shall be to the State of Washington, expenses of cities and towns, in which cases such municipalities by general ordinance fix and determine the amount of such bond from which such bond shall run; *Provided,* The same shall not be less than twenty-five per cent. (25%) of the contract price for any such improvement, and may designate that the same shall be payable to such city, and not to the State of Washington, and such persons mentioned in Section 1159 shall have a right of action on such bond for the value of his, her, or their own name or names on such bond for work done by such laborers or mechanics, and for materials furnished or labor and goods supplied and furnished in the prosecution of such work, or the making of such improvements; *Provided,* That no person shall have any right of action on such bond for the value of his, her, or their own name or names on such bond for work done by such laborers or mechanics, or for materials furnished or labor and goods supplied and furnished in the prosecution of such work, or the making of such improvements, unless within thirty (30) days from and after the completion of the contract with an acceptance of the work by the action of the board, council, commission, trustees, officer, or body acting for the state, county or municipality, or other public body, town or district, the laborer, mechanic or subcontractor, or person, or person claiming to have supplied materials, provisions or labor for the prosecution of such work, or the making of such improvements, shall present to and file with such board, council, commission, trustees or body acting for the state, county or municipality, or public body, city, town or district, a notice in writing in the following form:

I hereby insert the name of the state, county or municipality or public body, city, town or district);

There is hereby given that the undersigned (here insert the name of the laborer, mechanic or subcontractor, or materialman, or person claiming to have furnished labor, materials or provisions for such contract or work) has a claim in the sum of.....

.....dollars (here insert the amount) against the bond taken by.....(here insert the name of the principal and sureties upon such bond) for the work of.....

(here insert a brief mention or description of the work concerning which the bond was taken.)

(here to be signed).....

COURT DECISIONS

SUPERIOR COURT OF THE STATE OF WASHINGTON, IN AND FOR KING COUNTY.

WASHINGTON, *Plaintiff,*

vs.

SUNDEY COMPANY, a Corporation, *Defendant.*

No. 7861. Before Judge Mackintosh. March 23, 1916.

DECISION.

COURT: I believe the intent in regard to this law is this: a distinction between what I may term incidental labor, and as labor. The purpose of this law was to provide for women a minimum wage per week, engaged in continuous labor of not more than eight hours a day. It was not the intention, and it surely could not be, to include the class which I term incidental labor, where a person would work half an hour, or three or four hours or a day in a week, certainly not the intention of the law that a person working one hour or two hours a day or three hours a day, or one day in the week receive \$9.00 for that service, but it was the intention that a person employed day by day throughout the week, either actually engaged in physical labor through each of the eight hours, or engaged in a portion of those eight hours in actual labor, and the rest of the time, we will say, was ready to work, without knowing exactly when work was to be resumed, or when it was to cease; that these persons who receive a weekly wage of not less than \$9.00, and in this type of employment to overcome that situation the employer must do two things, he must be able to tell the employee before work begins at you are to be employed only four hours or five hours or six or seven hours a day, so that the employee may avail herself of the additional time in the eight hours, which the law says is all they are to be employed, in some other employment, so that she may receive remuneration for her entire time in which the law limits, eight hours. Whether that must be done or the employment must be such that it is under the designation of what I have termed incidental labor, where a person works an hour or two hours, or once a week, or occasionally. It seems in this case the employment was such that not the entire time of the eight hours a day was used in actual physical labor, but the employee was present, you may say "on tap" ready to deliver her services, and would be called for during those entire eight hours; whether there was no remuneration, or was there an agreement as to when she was called upon to work, except she would go to work at eight o'clock in the morning. I am not passing upon that case now, but I think in a different situation would prevail where the arrangement was that she would go to work at eight o'clock in the morning and work until twelve and resume work at twelve and work until half past three in the afternoon where the employee could presumably arrange to take care of her time in some gainful occupation. As the situation is here, I think that the law was meant to cover it, that a person who was there ready and willing to work, and was not informed as to when she would be called upon to work, that her entire time was the time of her employment, although she may not have occupied it all in the actual exercise of physical labor. I will find the defendant guilty, and impose the fine, without costs.

**IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON
AND FOR THE COUNTY OF KING.**

THE STATE OF WASHINGTON, Plaintiff,

vs.

**HORROCKS CONSTRUCTION COMPANY, a corporation organized
and existing under and by virtue of the laws of the
State of Washington, Defendant.**

No. 7743. Before Judge Everett Smith.

DECISION.

THE COURT: I recognize, gentlemen, this case is not going to stop in this court, and the decision of this Court is merely a step towards taking the case to the Supreme Court, and it really makes very little what sort of an opinion, I presume, this court renders because there will be an appeal from it. If I thought that my opinion of the matter would be final I would certainly take the case under advisement and render an opinion carefully expressed, but the opinion, however, would be the same as I have it now from the arguments made, and from a consideration of the case.

Briefly I will state my conclusions: This is a prosecution of the state against a corporation for employing a certain person, Simon Forte, upon public work in King County in the construction of a highway, unlawfully employing him, requiring him, causing and permitting him to work more than eight hours in one calendar day in the construction of a highway, contrary to the statute, etc. It is shown that this Simon Forte, who it is alleged by the state was employed and permitted to work more than eight hours per day by the defendant, Horrocks Construction Company, was an Italian of the common laboring class, uneducated, a man that could neither read nor write the English language. He and his associates are alleged by the defendant to be sub-contractors on a piece of public work, namely the construction of this highway. They were called sub-contractors because a man named Forte, it is claimed, sought the defendant, the Horrocks Construction Company, to do a piece of work on this highway, and were told, that Forte was told to go out and see the job, and he could have the work not by day, but by station for so much. Forte, I think, did go out and see it. Forte told the Horrocks Construction Company at the time that he had a gang of twelve or fifteen men they could use on the work. At that time there prevailed the state law which has been quoted, forbidding the employment of men on state work or public work more than eight hours in a calendar day; so the Horrocks Construction Company entered into a written contract. The question was that contract in truth and fact one creating the relation of sub-contractors, or was it an evasion for the purpose of evading the law against working more than eight hours a day. On behalf of the Horrocks Construction Company it is claimed that the contract was made with these men because it would produce a better result, for the men themselves, who had an opportunity of doing better work, and making more pay, and it is claimed they were better satisfied with that than with the straight work at so much per day. On the other hand, it is claimed by the state that that was not the purpose, but the purpose was to get more work out of the men at a profit to the main contractor, without regard to how many hours were put in by the sub-contractors. Now it appears that Forte was a man who had done this line of station work before, but outside of two or three more, the rest of them had not been accustomed to this

In interpreting a contract of this sort it is one thing to read what is contained in it, and another thing to find the meaning and purpose of them, what the facts are and what in truth the contract meant. You will observe that Simonetti, and we are with this particular instance, could neither read nor write English language, and signed this contract simply by his mark. When the testimony goes here, he was told simply by Forte what it was; he was not a man that knew anything about a profile or specifications; he was a man that filled entirely our conception and was of the common day laborer. Did he, by reason of signing, knowingly and blindly—for the sake of getting a job—did he bow to the dignity of a sub-contractor? May be he did, but, no, I don't think that any court should give a construction to the contract other than a court can actually find from the facts and relation of all the parties, notwithstanding their choice of words that may have been used to define their position. The state has declared as its policy on such work, and is trying to enforce that policy as far as it is able to do, that a man's best capacity of work is not to exceed eight hours a day; the main purpose, we all know, is for the purpose of trying to restrict men in the services of an employer to eight hours, and enable them to spend the balance of their day in the enjoyment of a family and self improvement. It is the motive and desire of every normal man to have ample opportunity for self improvement and enjoyment of his family, for every man should have a family, and enjoy a family, and therefore be a better citizen. I think the courts, as far as they can be giving their interpretations of a contract in harmony with the meaning and purpose of the law; this court is not expressing its opinion, and has not a right to do so. This is a matter that has been referred to the legislative authorities of the state, but the court, as far as it can do so, harmonizes a contract of this sort with the public policy of the state as expressed by this law. In my opinion the contract was not intended in good faith by the Horrocks Construction Company to be what it purports to be, nor was the relation between the parties that which it purports to be by the contract. It was as a matter of fact, a letting out to these men, sub-contractors, but in the interest of the Horrocks Construction Company in order to obtain the work to be done by these men at the lowest possible price. Look at the relation the men bore in this contract, not reflecting on the moral character of these Italians, but on their industrial character, ignorant men, not capable of exercising on their part judgment of much more intelligence than the run of common laboring men; if they were, in fact, sub-contractors they should be able to look at a profile or specifications and intelligently construe them, as men do who are accustomed to doing that kind of work. Of the twenty-five or more on this job we find only two or three who ever had experience before like this; the rest were willing to sell their time for the best they could get, taking a chance and living in a place, as we see they are here, where self-respecting men ought not to be required to live. The contract said they could go about as they pleased, and others have tried to interfere with that sort of thing, if they wished to do it; that is the very policy and purpose of the law to elevate and raise the standard of the common laborer for the benefit of himself and that the state might make a better citizen out of him. Those who went to work there did not have the intelligence to do the work as sub-contractors. You will find that Ryan, the superintendent of the Horrocks Construction Company was by there fre-

quently, as testified to by Forte; he had a profile which he showed them; he told them what to do; he showed them how to follow the engineer's stakes; he showed them how to burn the under brush; he told them to fall the trees; in other words, he looked to it to see that they did their work right, not merely carrying out the specifications and supervising the work, because there was a county supervisor who came out there to see the work was done properly; Ryan did more than that; Ryan was, in fact, it seemed to me more than seeing to the results, for he showed the men how to do it. Look at the close relations which existed between the men and the company in getting their equipment from the company; the company might have said to them "Go and get your equipment that you need on this state work," but the company knew they were ignorant, helpless, poor Italians, because Forte said he went down to the saloons on King street and picked them up, and got the cheapest kind he could get and put them out there to do that work, and the men worked twelve, and even more hours a day in order to get what they could out of the job; some of them broke from the job and went away, satisfied merely to get food and lodging during the several days they were there, not staying through. Common sense, it seems to me, would show that they did not, and could not, fill the requirements of being independent sub-contractors; they did obtain the equipment, through force of circumstances, of the Horrocks Construction Company. They were not in the true sense of the word offering to act and do as an independent sub-contractor would; and if there were no employees employed by the sub-contractors, it is usual to say that they on their part would employ men—that these men had employees doing the coarsest and roughest work there; they did not have the intelligence to make a sub-contract with anybody; they were, in fact, themselves the real employees doing the work of the employees. Now it is said in defence of this system of station work that the Milwaukee Road have employed it for twenty years or more. Gentlemen, I have no criticism or fault to find with them, provided it is within the approval of the law; if men wish to contract to work much longer than others on public work this court has no quarrel with them, if they are both satisfied, providing it was not in violation of a law which regulates that very relation; and the law does regulate that relation. The fact that a certain relationship exists between employers and employees for twenty, thirty or forty years does not make that position so sacred that in the interest both of public welfare and the employees the state cannot adopt a certain policy and standard of wages and hours of employment for labor on public work. It is the duty of the court to carry out the intention and policy of the public. I think the public through its legislature through its representatives, meant to prohibit just such things as the contract of the Horrocks Construction Company. I have recognized the strong position Mr Todd makes in his argument, that men are free to do as they pleased to the extent they accomplish the result. I do not think, gentlemen, that the spirit of the contract is such that the relation of the Horrocks Construction Company to the men is in good faith, and if this sort of evasion, as it seems to me it is, evasion of the law, can be sanctioned by the court, not only the law, but the spirit of that public policy of the state would be rendered ineffective. We do not look necessarily at the wording or at the form, we look at the substance of a contract of this nature, and at the substance of the relation between the parties. If the view of the court takes is sustained it necessarily provides hereafter larger expenses, and the contracts will have to be adjusted to meet the la

of contracts of that sort. Our legislature has determined that it is a matter for the legislature to settle. If it does so with due approval through the legislature they can change over to the system of free competition, and then they can go on to work for the lowest possible price they can be seen to feel, gentlemen, that these men, by the conduct of the Horrocks Construction Company, by the relations of the men in their company, the way they did their work, were clearly not in good faith and in fact sub-contractors. There is further evidence, which may not be conclusive, which has its weight in the report made to the Industrial Commission of the state that they are numbered with employees, and it shows that they were viewed by the Horrocks Construction Company and the Industrial Commission, in the light of employees, not of independent contractors; it is not conclusive, but it shows, however, the real nature of the Horrocks Construction Company in their genuine relations to these men.

I think there is, beyond a reasonable doubt, a violation of the law on the part of the defendant, The Horrocks Construction Company. The evidence convinces this Court beyond a reasonable doubt that the company has violated the law; it has done it because other companies have done it, because it is a custom to do it; I think the law ought to stop in view of the law which this state has enacted. I don't think the question of a fine is material.

THE COURT: It is satisfactory that the minimum be imposed.

THE COURT: I impose a minimum fine, because it is not a question of punishing the company. Let the minimum fine be imposed upon the company.

THE COURT: That is \$25.00?

THE COURT: The defendant at this time gives notice of appeal to the Supreme Court of the State of Washington on the judgment imposed.

OPINIONS BY ATTORNEY GENERAL

OPINIONS BY ATTORNEY GENERAL

ROW BOATS WITH DETACHABLE GASOLINE MOTORS.

OLYMPIA, WN., June 2, 1915.

Howard W. Olson, State Labor Commissioner, Olympia, Wn.

SIR: We have your letter asking whether the state navigation law (Rem. & Bal. Code, sec 8213-8240) is applicable to row boats with detachable gasoline motors, which are subject to hire by the public and which navigate the waters within the jurisdiction of the state.

Section 8214 contains the following language:

"The Commissioner of Labor shall annually, or oftener if he has reason to believe it reasonable, inspect, or cause to be inspected, every steam vessel or other vessel operated by machinery engaged in carrying passengers for hire * * *"

Since this section covers launches of all kinds is shown by the following language in section 8215:

"* * * And he shall make such inspection, examination and test of launches and electric launches and their apparatus and machinery as will enable him to determine whether they can be safely navigated."

A row boat propelled by a detachable engine is as much a "vessel operated by machinery" as is any other launch. The mere fact that the engine might be removed would not change its classification. When a boat is engaged in carrying passengers for hire we believe that the navigation law applies and should be enforced by your office.

Yours respectfully,
(Signed) HOWARD WATERMAN,
Assistant Attorney General.

POLL TAX.

Do incorporated towns of the fourth class impose a poll tax on laborers working in a plant situated within such city or town even though such laborers reside elsewhere?

OLYMPIA, WN., August 30, 1915.

Howard W. Olson, State Labor Commissioner, Olympia, Wn.

SIR: You have asked the opinion of this office on the following question:

"Does an incorporated town of the fourth class impose a poll tax on laborers working in a plant situated within such city or town, even though such laborers reside elsewhere?"

Section 7766 Rem. & Bal. Code provides:

"The city council of cities of the third and fourth class in state shall have power to impose on and collect from every male inhabitant of such city over the age of twenty-one years an annual poll tax not exceeding two dollars, and no other road poll tax shall be collected within the limits of such city."

An inhabitant is defined by Webster to be "one who dwells and resides permanently in a place, as distinguished from a transient lodger or visitor."

In the case of *Potter v. Ross*, 23 N. J. L. 517, the New Jersey supreme court held that the state could not impose a poll tax on a person temporarily in but who did not maintain a domicile within the state.

A person who works in a plant in a city but who lives at a place without such city is not an "inhabitant" of such city. Your question is therefore answered in the negative.

Yours respectfully,
(Signed) EDWARD W. ALLEN,
Assistant Attorney General

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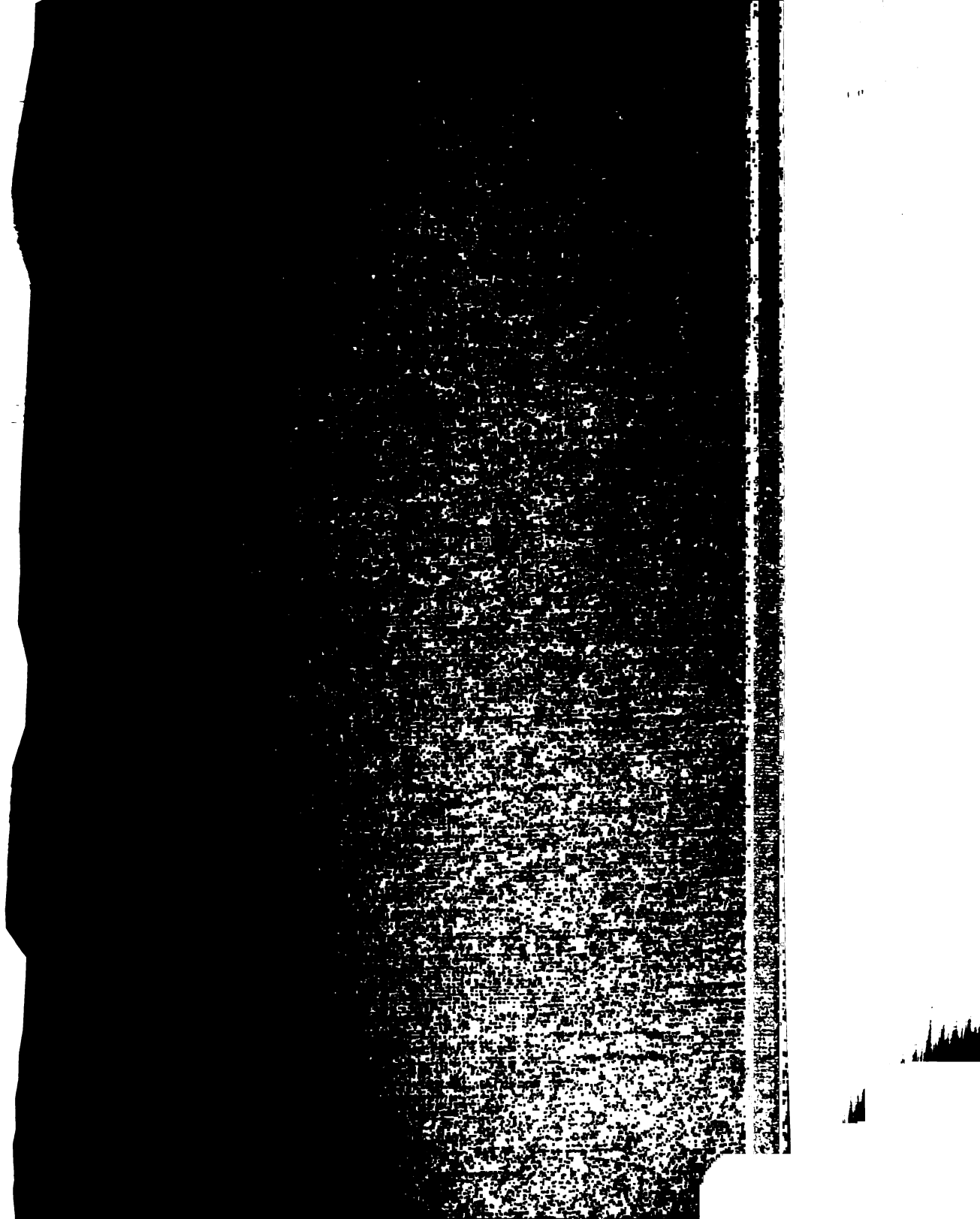
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STATE OF WASHINGTON

Fifth Annual Report

OF THE

Public Service Commission
OF WASHINGTON

TO

THE GOVERNOR

COVERING THE PERIOD FROM
DECEMBER 1, 1914, TO NOVEMBER 30, 1915

OLYMPIA, WASH.

FRANK M. LAMBORN  PUBLIC PRINTER

1916

**THE PUBLIC SERVICE COMMISSION
OF WASHINGTON.**

C. A. REYNOLDS, Chairman.

**ARTHUR A. LEWIS, FRANK R. SPINNING,
Commissioners.**

J. H. BROWN, Secretary.

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LETTER OF TRANSMITTAL.

, *Ernest Lister, Governor of Washington*
t to the requirements of the Public Ser
vice Commission of Washington has the h
the Fifth Annual Report of the Commis
e months ending November 30, 1915.

Very respectfully,

C. A. REYNOLDS, Chairman

ARTHUR A. LEWIS,

FRANK R. SPINNING,

Commissioners

J. H. BROWN, *Secretary.*

POSITION OF CASES DECIDED AND STATUS OF PENDING CASES AFFECTING STEAM RAILWAY COMPANIES.

BEFORE THE PUBLIC SERVICE COMMISSION OF WASHINGTON.

No. 15.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Defendant*.

On July 13, 1908, the Commission entered an order in the above proceeding, requiring the defendant to construct standard facilities, including depot, at the station of Irby, and maintain an agent thereat.

At that time the tracks of the Great Northern constituted the only railway facilities available for carrying farm products of a large farming territory situated approximately five miles southerly from the line of the Great Northern Railway between the stations of Leesa and Krupp.

The Public Service Commission of Washington held a hearing on May 5, 1915, at Irby, on petition of the Great Northern for an amendment of the original order. At this later hearing the testimony developed that since the earlier order a competing line has been constructed which practically parallels that portion of the Great Northern located between Irby and Downs, which is located approximately five miles south of the Great Northern Railway. The district immediately adjacent to Irby, lying south of the Great Northern Railway, extending approximately five miles from the railway, is sparsely settled and embraces a comparatively small area of tillable land, while between this strip and the competing line is a considerable area of tillable land which until the completion of the competing line relied to a large extent on the business of the Great Northern Railway at Irby.

The total earnings from Irby Station in 1908 were \$58,406. The earnings steadily decreased and in the year ending June 30, 1914, the earnings for freight forwarded amounted to but \$10,000, and for freight received approximately \$973. The receipts from passenger business at that station have run from \$820 to about \$960 per year during the period in which an agent has been maintained at Irby, with the exception of two years. During the twelve months ending March 31, 1915, the revenue received from package freight, that is, freight on car lots, amounts to \$1,134, and the total freight earnings at that station during the fiscal year ending March 31, 1915, amount to \$2,625.

The cost of maintaining an agent at stations similar to Irby averages about \$100 per month, or approximately \$1,200 per annum.

To require the maintenance of an agent at Irby would entail an expense which would consume all of the earnings received from less than carload lot business except about \$290 per annum, using figures for the fiscal year ending March 31, 1915, as a basis. So as public convenience is concerned the maintenance of an agent at Irby is required principally for handling less than carload shipments, and for the convenience and comfort of passengers arriving at and departing from the station. Carload shipments may be handled without undue inconvenience to the public without the maintenance of an agent at the station. To require the maintenance of an agent at Irby under existing conditions would require the railway company to expend approximately 50 per cent. of the total receipts from less than carload business and passenger business transacted at said station. An order requiring the maintenance of an agent under these conditions would be unreasonable and could not be enforced.

By order dated June 10, 1915, the Commission granted the petition of the Great Northern for permission to dispense with the service of an agent at Irby, upon condition that a caretaker be maintained to keep the passenger station open thirty minutes before arrival of trains which stop at Irby, maintain the waiting room in a cleanly and orderly condition and maintain a fire in the waiting room on cold days, also place package freight inside the freight warehouse where such freight is not removed before nightfall, or in case of rain or storm, and act as custodian of the freight warehouse.

No. 23.

RAILWAY COMMISSION OF WASHINGTON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Defendant*.

Following hearing and investigation the Railway Commission of Washington on July 26, 1909, ordered defendant company to install and maintain station at Startup. April 10, 1915, defendant filed petition praying for permission to dispense with the services of the agent at said station, alleging that the revenues from passenger, freight and express destined to and from said station had decreased to the point at which the expense of maintaining an agent was not justified. On July 26, 1915, hearing was had at which proof was adduced that the revenue of said station at that time amounted to about \$5,281 per annum, while the expense of maintaining the agency was approximately \$1,200 a year.

Order issued August 16, 1915, authorizing the Great Northern to discontinue the services of the agent at Startup and that in lieu of such agency defendant provide a suitable caretaker for the station at Startup, which may be accomplished by arranging with some local responsible person, conveniently located, to take charge of the keys to the depot and so arrange that shippers delivering or receiving freight

from said depot may have convenient access thereto and that the right room may be under lock and key at all times when the goods are stored therein, it being understood that the defendant will be responsible for handling express so that express matter may be delivered to the express agent at the train and receipts obtained therefor, and consignees of express may secure same from express messengers arriving trains at said station.

No. 1544.

CASCADE COAL COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Defendant*, TACOMA GAS COMPANY, EAST CREEK COAL COMPANY, THE CARBON HILL COAL COMPANY, CARBON CLAY & CO. COMPANY, AMERICAN COAL COMPANY, ISSAQUAH SUPERIOR COAL COMPANY, POCOHONTUS COAL & COKE COMPANY, CENTRAL COAL COMPANY, NATIONAL COAL COMPANY, HYDE COAL COMPANY, and BULLOCK COAL COMPANY, *Intervenors*.

Subsequent to the entry of the original findings, conclusions and supplemental order in this cause (reported at length in the Annual Report of this Commission), the Northern Pacific Railway Company sued out a writ of review. Upon hearing the Superior Court of Thurston County affirmed the Commission's orders, and the Northern Pacific Railway Company appealed to the Supreme Court. On May 15, 1915, a petition for rehearing before the Commission was filed by the defendant. This recited that to avoid delay and expense the parties interested had entered into an agreement on a schedule of rates, the main conforming to the Commission's order, and petitioned that the Commission set aside its original order and make effective these agreed rates. Following the hearing, the Commission, on May 30, 1915, entered an order setting aside its original order, and directing the Northern Pacific to publish without notice, effective immediately upon publication, the schedule of rates agreed to, and find the rates and charges so far as they exceeded the rates thereby established excessive. The Commission ordered further that the defendant make refund to those entitled thereto for shipments made from the effective date of the original order herein (September 16, 1914) now set aside, until the published and effective date of the new order herein approved (May 5, 1915), upon the basis of the rates established by this order.

No. 1549.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF H. L. LAFFER WAREHOUSE COMPANY, *Complainant*, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Defendant*.

Original complaint was filed September 3, 1913. Hearing was had on October 18, 1913, at Rosalia. Complainant is engaged in buying

and selling grain and warehousing at Rosalia. January 17, 1913, defendant's station agent at Revere received and accepted a written order from complainant for four box cars for loading grain at Castleton, Washington, a station on said railway line, for points on Puget Sound. Three of said cars were furnished until January 31, 1913, when defendant furnished two cars. February 5, 1913, one car was furnished pursuant to said order, and the fourth car was not furnished until February 7, 1913.

January 22, 1913, defendant's said agent received and accepted an order from complainant for three box cars to be loaded at Castleton with grain for points on defendant's railway line on Puget Sound.

Long prior to January 17, 1913, the Public Service Commission of Washington promulgated and issued, and made effective, reciprocal demurrage rules. Defendant alleged that it had been engaged in operating its main line and branches from Aberdeen, South Dakota, to Pacific Coast points in Washington during only three years preceding the time when said cars were ordered, and on account of the extent and rapid development of the territory contiguous it had always during the period of said operation been unable to fully supply the demands of its patrons for cars; that during the months of September, October, November and December, 1912, and January, 1913, the eastbound movement of lumber and other products greatly exceeded the westbound movement of freight, and on account of such eastbound shipments being destined to points in the south, central and middle states, it was impossible to fully supply the demands of its patrons in the states of North and South Dakota, Montana, Idaho and Washington; that during said month of January, 1913, the shortage of cars for loading on the Tacoma Eastern and Coast Division of the defendant company was far in excess of the shortage of cars on the Columbia Division, on which division said stations at Revere and Castleton were located; that immediately upon receipt of the application for cars mentioned, defendant endeavored to furnish such cars within six days, as provided by Rule No. 3 of the Reciprocal Demurrage Rules of the Public Service Commission of Washington; that defendant used every and all reasonable efforts to supply such cars but that by reason of the matters and things stated, it was wholly and unavoidably unable to supply the cars as ordered, within six days from the date of application. The Commission finds that at the time of construction thereof, the territory contiguous to defendant's said railway line at the time of construction thereof, traversed by said line, practically undeveloped, but were situated adjacent to well developed localities and communities which had been served and developed by other railway lines, that the territory contiguous to defendant's main line and branches rapidly developed after the completion of such main line and branches and that because of the fact that the localities through which defendant's main line and branches were constructed were practically undeveloped at the time of such construction but were situated adjacent to well developed communities, the rapid development of the territory contiguous to defendant's main

ches was the natural result of the construction of said main branches and such rapid development should have been anticipated by the defendant and it should have therefore furnished sufficient equipment to enable it to promptly receive, transport and deliver offered it for that purpose. That at the time defendant received and accepted complainant's order for the cars hereinbefore mentioned defendant knew of the development which had taken place on its main line and branches, knew that during the period of the construction of its main line and branches it had been unable to fully meet the demands of its patrons for cars, knew that during the months of September, October, November and December, 1912, and January, 1913, the east movement of lumber products had greatly exceeded the westbound movement of freight and knew of the destination of such east bound shipments and having accepted such orders for cars with full knowledge of such conditions, defendant is not excused for not furnishing such cars.

Commission finds and concludes:

I.

That the defendant is liable to the complainant in the sum of one dollar per car per day or fraction thereof for each and every day it failed to furnish any car or cars called for by said orders or applications in excess of the time allowed by said Reciprocal Demurrage Rules for such cars, that is to say:

1 car, ordered January 17, furnished January 31, 1914, 14 days	
at \$1.....	\$14 00
1 car, ordered January 17th, furnished February 5, 12 days	
.....	12 00
1 car, ordered January 17th, furnished February 7, 14 days	
.....	14 00
1 car, ordered January 22, furnished February 7, 27 days	
(for one car).....	27 00
Total.....	<u>\$67 00</u>

II.

The defenses relied upon by defendant relate to the power of the Commission to promulgate reciprocal demurrage rules and provide penalties for failure to observe same, and to the jurisdiction of the Commission to determine controversies arising or growing out of such rules. The Commission understands that its order in this proceeding will be subject to review before the court for review, which course the Commission believes should be followed in order that the question involved may be finally determined.

WHEREFORE, It Is ORDERED, That the defendant pay to complainant Superior Warehouse Company the sum of sixty-seven (\$67.00) dollars and interest on fourteen (\$14.00) dollars from January 31, 1913;

on twelve (\$12.00) dollars from February 5, 1913; on forty-one (\$41.00) dollars from February 7, 1913, until paid.

May 21, 1915, writ of review was sued out by the company in the Superior Court of Thurston County, and on May 28, 1915, an order pending proceedings was issued by Superior Judge Wright.

No. 1557.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF J. CANNON, MAYOR OF TUMWATER, *Complainant*, v. PORT TOWN AND SOUTHERN RAILWAY COMPANY, *Defendant*.

Original complaint was filed August 19, 1913, regarding station facilities at Tumwater. The complaint was taken up verbally with officials of the company, and the town authorities, and improvements were made to the satisfaction of the complainant. December 30, 1913, order of dismissal was entered.

No. 1606.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF PACIFIC NATIONAL LUMBER COMPANY, *Complainant*, v. CHICAGO AND MILWAUKEE & ST. PAUL RAILWAY COMPANY AND TACOMA EASTERN RAILROAD COMPANY, *Defendants*.

Complaint alleged overcharge on lumber shipments during the years 1910, 1911 and 1912. Hearing was held and testimony taken.

February 9, 1915, Commission made findings and order as follows:

STATEMENT.

The undisputed facts in this complaint are as follows:

I.

The complainant is a Washington corporation engaged in the logging business and manufacturing and shipping lumber and other wood products, with a mill located at National in the State of Washington.

II.

The defendant, Chicago, Milwaukee & St. Paul Railway Company, is a Wisconsin corporation and a common carrier engaged in business in the State of Washington.

III.

The defendant, Tacoma Eastern Railroad Company, is a Washington corporation and a common carrier.

IV.

National is a station on the Tacoma Eastern Railroad.

V.

The Chicago, Milwaukee & Puget Sound Railway Company is a corporation of the state of Wisconsin doing business in the State of Washington.

ington as a common carrier, and on or about January 1, 1913, sold, transferred, set over and conveyed to the defendant, Chicago, Milwaukee & St. Paul Railway Company, all of its assets and franchises and properties of every nature and description theretofore owned by the Chicago, Milwaukee & Puget Sound Railway Company, and from and to the said defendant, Chicago, Milwaukee & St. Paul Railway Company, assumed and became chargeable with all of the liabilities and indebtedness of the Chicago, Milwaukee & Puget Sound Railway Company.

VI.

The complainant during the years 1910, 1911 and 1912 made various shipments of lumber and other products from National over the lines of the defendant companies, which shipments are set forth in a list attached and made a part of this finding, which list is marked "Exhibit A," and the charges as set forth in said list were made by the defendant companies and paid by the complainant.

VII.

The complainant charges that what is termed in the said Exhibit "switching charges" violate the tariffs of the defendants.

VIII.

The defendant, Chicago, Milwaukee & St. Paul Railway Company, has and never has had, and neither did its predecessor have, a line extending from National to Tacoma.

IX.

The distance between National, Washington, and Tacoma, Washington, is 53.1 miles.

The matter came on for hearing before the Commission at Tacoma, Washington, August 26, 1914, at 9:30 a. m., there being present Commissioners Arthur A. Lewis and Frank R. Spinning; the plaintiff was represented by Gordon and Easterday, its attorneys; the defendant was represented by F. M. Barkwill, its attorney. Witnesses were produced on behalf of both parties and the matter submitted for the consideration of the Commission.

The Commission having heard the testimony and argument of the parties and being fully advised in the premises, now finds:

FINDINGS.

I.

That the Tacoma Eastern Railroad Company issued a tariff, 103 TERC 37, effective on state business October 25, 1907, which tariff provided a rate of 4c per cwt. on lumber and other forest products mentioned in the tariff for distances over 35 miles and not over 55 miles;

II.

That effective March 27, 1911, the Tacoma Eastern Railroad Company, by supplement No. 1 to tariff No. 103 above referred to, cancelled the rates and charges named in said tariff;

III.

That on and after said date of March 27, 1911, the rates theretofore carried in said tariff No. 103 of the Tacoma Eastern Railroad Company would be found in Chicago, Milwaukee & Puget Sound Railway Company's joint tariffs No. PCL 1-D and PCL 454-A;

IV.

That the Chicago, Milwaukee & Puget Sound Railway Company's joint tariff PCL 1-D is a local and joint distance tariff naming rates on class and commodities between all stations on the line of the Chicago, Milwaukee & Puget Sound Railway and the Tacoma Eastern Railroad, and other railroads named in the tariff;

V.

That after said date of March 27, 1911, the rates covered by said distance tariffs are taken care of by said tariff PCL 1-4;

VI.

That the Chicago, Milwaukee & Puget Sound Railway Company's joint tariff PCL No. 454-A, which is a local and joint freight tariff applying on lumber and shingles in carload lots, and other articles enumerated in the tariff, which tariff became effective March 27, 1911, and is concurred in by the Tacoma Eastern Railroad, is a joint tariff with the Chicago, Milwaukee & Puget Sound Railway, naming rates on lumber in carload lots between Tacoma and National, Washington, of 4c per cwt.;

VII.

That effective June 16, 1911, Chicago, Milwaukee & Puget Sound Railway Company's joint tariff PCL 454-A, was cancelled by Chicago, Milwaukee & Puget Sound Railway Company's joint tariff PCL 454-B;

VIII.

That such joint tariff 454-B is supplement No. 1 to Chicago, Milwaukee & Puget Sound Railway Company's tariff PCL 454-A, and said tariff 454-B carried the notation that,—“For rates on and after said date (June 16, 1911) see CM & PS joint tariff PCL 122-C, supplement thereto and re-issues thereof, for rates heretofore carried in 454-A”;

IX.

That Chicago, Milwaukee & Puget Sound Railway Company's tariff PCL 122-C, referred to in tariff PCL 454-B, is a local and joint freight tariff naming rates on lumber and shingles in carload lots between points enumerated in such tariff;

X.

among the other railroads concurring in such joint rate is the Tacoma Eastern Railroad as a joint carrier with the Chicago & Puget Sound Railway;

XI.

such tariff names a rate of 4c per cwt. on lumber in carload between National, Washington, and Tacoma, Washington;

XII.

such rate is a joint rate published by the Chicago, Milwaukee & Puget Sound Railway Company and concurred in by the Tacoma Railroad Company;

XIII.

the only service that could be performed by the Chicago, Milwaukee & Puget Sound Railway Company in connection with the joint between National and Tacoma, Washington, would be a service within the limits of the territory designated as Tacoma;

XIV.

the switching charge of \$2.50 per car as set forth in Exhibit A attached and made a part of this finding, is in excess of the rates of the said defendants and is excessive and exorbitant to that extent; that the total amount of excess charges made by the defendants subsequent to June 5, 1911, amount to the sum of \$615.

ORDER.

IT IS THEREFORE HEREBY ORDERED That the defendants pay to the plaintiff the amount of such overcharge, to-wit: the sum of \$615, with interest at the rate of six per cent. per annum from the date of the entry thereof as appears by the said Exhibit A hereto attached and made a part hereof.

A petition for rehearing was made by defendant company and submitted upon briefs and affidavit. July 10, 1915, Commission entered order denying the petition.

No. 1678.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE WENATCHEE COMMERCIAL CLUB, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, A CORPORATION, NORTHERN PACIFIC RAILWAY COMPANY, A CORPORATION, COLUMBIA & PUGET SOUND RAILWAY COMPANY, A CORPORATION, *Defendants*.

Complaint charging that the tariffs on coal and fuel oil to Wenatchee are unreasonably discriminatory. Pending.

No. 1751.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*,
GREAT NORTHERN RAILWAY COMPANY, *Defendant*.

Order was entered by the Commission August 5, 1914, providing for station facilities at Chelan Falls. Great Northern petitioned for modification of the original order. Pending.

No. 1772.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF
DEERE PLOW COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILROAD
COMPANY, *Defendant*.

Complaint was filed September 3, 1914, attacking the filing of a tariff making change of class rates on stationary engines. By order of the Commission, September 3, 1914, December 14, 1914, and February 11, 1915, the taking effect of the tariff was suspended. Pending.

No. 1784.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
A. B. HUGHES, *Complainant*, v. OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY, A CORPORATION, *Defendant*.

Complaint filed September 15, 1914, challenging rate on logs of the
ington Lumber & Shingle Company's spur, to Tono. April 13, 1915,
complaint withdrawn and case closed.

No. 1795.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
SHELDON COAL COMPANY, A CORPORATION, AND CHEHALIS COAL
COMPANY, A CORPORATION, *Complainant*, v. NORTHERN PACIFIC RAILROAD
COMPANY, A CORPORATION, OREGON-WASHINGTON RAILROAD & NAVIGATION
COMPANY, A CORPORATION, WASHINGTON ELECTRIC RAILROAD COMPANY,
A CORPORATION, WASHINGTON-OREGON CORPORATION, A CORPORATION,
Defendants.

Complaint filed *re* coal rates from Sheldon and Leonard to
Covener and to Seattle group. Continued at request of complainant.
Pending.

No. 1802.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF ED STUART, BOLCOM MILLS, INCORPORATED, CANAL LUMBER COMPANY, JOHN W. McDONNELL LUMBER COMPANY, WEST COAST IRON WORKS, PACIFIC COAST PIPE COMPANY, PACIFIC AMMONIA & CHEMICAL COMPANY, HOLMES LUMBER COMPANY, *Complainants*, v. NORTHERN PACIFIC RAILWAY COMPANY, COLUMBIA & PUGET SOUND RAILROAD COMPANY, OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, *Defendants*.

Complaint by Seattle shippers was filed October 15, 1914, and on October 17, 1914, the Commission entered an order suspending Northern Pacific tariff 333 L. (switching rates at Seattle) for 90 days. An additional suspension order was issued January 15, 1915. January 27, 1915, following order was entered:

Respondent, having submitted to the complainants in the above proceedings its proposed local freight tariff showing charges for switching carload freight at Seattle, Washington, designated as Northern Pacific Railway 333-M, W. P. S. C. No. 939, which proposed freight tariff cancels Northern Pacific Railway tariff No. 333-L, the Commission having commenced a complete investigation relating to switching rates on all railway lines in the city of Seattle, and complainants advising the Commission that they are willing that the local freight tariff No. 333-M aforesaid be published and be effective pending such complete investigation, and such proceedings as the Commission may hereafter institute relating to charges for switching carload freight at Seattle, Washington, and having concluded to the dismissal of the above entitled action; **IT IS ORDERED**, That the above entitled proceeding be and the same is dismissed.

No. 1813.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. ALL RAILROADS AT SEATTLE.

Case involves switching rates at Seattle. Complaint not formally pending general hearing on switching rates.

No. 1821.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Defendant*.

Complaint filed November 21, 1914, re station facilities at Dryden. Order had at Dryden April 10, 1915. Order entered May 28, 1915, re-defendant to provide depot building at the town of Dryden on or before September 1, 1915, and that company provide and maintain same at said station from September 1, 1915, until further ordered.

No. 1823.

Petition of Northern Pacific Railway Company.

Petition filed November 30, 1914. Order entered November 9, classifying Lots 1, 2, 3 and 4, Block 5, Sumner, supplemental, and dedicated streets, as operating property. Pending.

No. 1830.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
M. KULZER ET AL., *Complainants*, v. GREAT NORTHERN RAILWAY
COMPANY, *Defendant*.

Complaint filed December 1, 1914, to require defendant to maintain telephone in depot at Valley. Telephone installed. March 1915, order of dismissal entered.

No. 1836.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, OREGON-
WASHINGTON RAILROAD & NAVIGATION COMPANY, NORTH YAKIMA & VAN
RAILWAY COMPANY, SPOKANE & INLAND EMPIRE RAILROAD COM-
PANY, SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY, WALLA WALLA
VALLEY RAILWAY, GREAT NORTHERN RAILWAY COMPANY, AND NORTHERN
PACIFIC RAILWAY COMPANY, *Defendants*.

Proposed rates on structural iron and steel from Coast point to
land were suspended by orders filed December 31, 1914, January 7,
January 29, February 2, May 1, May 20, May 29 and June 29, 1915. Pending
at request of complainant.

No. 1837.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
W. L. HARTMAN, *Complainant*, v. NORTHERN PACIFIC RAILWAY
COMPANY, *Defendant*.

Complaint presented verbally re abandonment Nisqually station
but subsequently withdrawn.

No. 1838.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
TOWN OF BUCODA, *Complainant*, v. NORTHERN PACIFIC RAILWAY
COMPANY, *Defendant*.

Complaint filed January 4, 1915, to compel reopening of station at
Bucoda. Agent installed.

No. 1810.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
A. P. PERRY LUMBER COMPANY, *Complainant*, v. NORTHERN PACIFIC
RAILWAY COMPANY, *Defendant*.

Complaint filed January 4, 1915, to compel reopening of station at
tosh. Pending.

No. 1840.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
GREAT NORTHERN RAILWAY COMPANY, *Defendant*.

Complaint filed January 4, 1915, involving switching rates at the
of Republic. Pending.

No. 1853.

Investigation into death of Charles Gordon, on Oregon-Washington
road & Navigation Company line at South Elma.

Hearing held at Elma February 6, 1915. Pending.

No. 1856.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. SPO-
KANE, PORTLAND & SEATTLE RAILWAY COMPANY, CHICAGO, MILWAUKEE
& ST. PAUL RAILWAY COMPANY, OREGON-WASHINGTON RAILWAY & NAV-
IGATION COMPANY, GREAT NORTHERN RAILWAY COMPANY AND NORTH-
ERN PACIFIC RAILWAY COMPANY, *Defendants*.

Complaint filed May 11, 1915. Hearings held at Seattle June 22,
June 29, and August 22, 1915. Findings and order were made August
1915, as follows:

FINDINGS OF FACT.

I.

Each of the above named respondents is operating, managing and
controlling for public use in the conveyance of persons and property
hire, railroads within this state.

II.

That on railroad lines in the State of Washington operated by each
the respondents, are operated sleeping cars with compartments and
drawing rooms in addition to the berth sections in such cars, for the
use of which compartments and drawing rooms charges are made in
addition to transportation fares. Prior to the respective dates in this
paragraph hereinafter specified, the companies named, on whose lines
operated sleeping cars, permitted one person to enjoy the exclusive
occupancy of a compartment or drawing room upon payment of the
regular charge for the use thereof and purchase of transportation for
each person.

Respondent Great Northern Railway Company published and filed its tariff No. 24, W. R. C. 516, effective January 1, 1911; respondent Spokane, Portland & Seattle Railway Company published and filed its tariff No. 12-A, W. P. S. C. No. 431, effective March 20, 1914; respondent Northern Pacific Railway Company published and filed its Supplement No. 4 to General Arrangements Tariff No. 1, W. P. S. C. No. 94, effective September 1, 1914; respondent Oregon-Washington Railroad Navigation Company published and filed its Joint Circular No. 298-1, W. P. S. C. No. 433, effective August 1, 1914, and respondent Chicago & North Western Railway Company published and filed its Regular No. 269, W. P. S. C. 2318, effective November 1, 1914, under authority of which tariffs (and supplements to said Great Northern Railway Tariff No. 24) respondents now charge and demand a minimum of one and one-half adult passenger tickets for the exclusive occupancy of a compartment by one person and two adult passenger tickets for the exclusive occupancy of a drawing room by one person in addition to the regular charge for the use of such compartments and drawing rooms. That prior to the effective dates of the tariffs and supplements hereinbefore referred to, respondents have always permitted one person to enjoy the exclusive use and occupancy of a compartment or drawing room without payment of more than one transportation fare, which practice had prevailed generally among carriers throughout the United States since sleeping cars with compartments and drawing rooms have been in use. The rule established by the tariffs hereinbefore specified has been in effect on respondents' lines in the State of Washington since the respective dates hereinbefore stated. Experience under said tariffs has demonstrated that the requirement of one and one-half adult passenger tickets for the exclusive occupancy of a compartment by one person and of two adult passenger tickets for the exclusive occupancy of a drawing room by one person is prohibitive and that under such requirement compartments and drawing rooms have not been occupied exclusively by one person to any material extent. That in the case of a person who is ill and traveling alone it is almost always desirable and frequently necessary for such person to occupy a compartment or drawing room without the presence of attendants or attendants in such compartment or drawing room. The tariffs referred to make no provision for cases of this kind, therefore a person so situated is required to pay a sum equal to one-half the transportation rate in addition to the regular charge for a compartment, in order to secure the exclusive use of a compartment and in order to secure the exclusive use of a drawing room, a person so situated is required to pay a sum equal to the transportation rate in addition to the regular charge for the use of the drawing room. For example: The drawing room rate from Seattle to Spokane is \$9, the transportation rate is \$1.45 for the privilege of the exclusive occupancy of a drawing room a person is required to pay \$9.45 in addition to the regular charge for the use of the drawing room, \$9, besides paying the regular transportation

in the points named, resulting in a transportation charge of \$18.45 and a charge for the use of the drawing room of \$18.45. Respondents do not seek to justify this increased rate upon the ground that their passenger business in this state is not profitable and more revenue must be provided. On the contrary the effect of the new rates now being observed has been to decrease the revenue received from the sale of drawing room and compartment privileges. Respondents contend, however, that the practices prevailing prior to the effective dates of the tariffs hereinbefore referred to, resulted in discrimination between passengers and that the change was intended to prevent one person from securing the exclusive occupancy of a compartment or drawing room and thereby depriving a family or individual traveling together, from obtaining a compartment or drawing room in a given train. Although prior to the effective dates of the tariffs mentioned, respondents permitted exclusive occupancy of a compartment or drawing room on payment of but one transportation charge together with the regular charge for drawing room or compartment. Respondents have not shown that this practice resulted in discrimination between passengers or deprived families or individuals, traveling together, from securing accommodations of this character, and no complaints have been made by the traveling public on account hereof.

The Commission believes and finds and concludes that said charge for a compartment and one-half adult passenger ticket for the exclusive occupancy of a compartment by one person and said charge of two adult passenger tickets for the exclusive occupancy of a drawing room by one person, is unjust, unfair, unreasonable and excessive.

WHEREFORE IT IS ORDERED, That each and all of the respondents, on and after the date upon which this order becomes effective, permit one person to enjoy the exclusive occupancy of a compartment upon payment of but one transportation charge and the regular charge for the use of such compartment and presentation of one adult passenger ticket; and also permit one person to enjoy the exclusive occupancy of a drawing room upon payment of but one transportation charge and the regular drawing room charge and presentation of one adult passenger ticket; and that respondents correct their respective tariffs in accordance with the provisions of this order, by filing suitable supplementary tariffs or other procedure, on or before the date upon which this order becomes effective.

On September 15, 1915, writ of review by the Superior Court, Thurston County, was served. Superior Court reversed Commission and held the tariffs unreasonable.

No. 1260.

Investigation into death of Miss Bertha Nelson, killed on Northern Railway, Sheridan Street, Spokane.

Hearing held January 14, 1916, and testimony filed.

1864-1869 Inclusive. •

Petition by Northern Pacific Railway Company for order declaring certain real property "operating property."

Petitions filed February 27, 1915. Pending.

No. 1879.

Petition by Northern Pacific Railway Company for order declaring certain real property "operating property."

Petition filed March 12, 1915. Pending.

No. 1880.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF NETTLETON-BRUCE-ESCHBACH COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Defendant*.

Complaint filed March 9, 1915. Hearing at Seattle May 28, 1915. Order of dismissal entered May 29, 1915.

No. 1883.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF CARBON HILL COAL COMPANY, A CORPORATION, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY AND GREAT NORTHERN RAILWAY COMPANY, *Defendants*.

Complaint filed March 16, 1915, *re* coal rates. Order issued March 16, 1915, suspending tariff, and second suspension order issued June 12, 1915. Hearings had at Tacoma June 14 and September 24, 1915. November 13, 1915, findings and order were entered as follows:

I.

That complainant is a corporation engaged in mining, producing and shipping coal from Wingate, in Pierce County, Washington, (a station in the Wilkeson group hereinafter referred to), to various points in the State of Washington, among which points of shipment is Skagit Crossing, a station located on the Great Northern Railway line in Skagit County, Washington, a short distance south of Mount Vernon.

II.

Respondents Northern Pacific Railway Company and Great Northern Railway Company are corporations owning, operating and controlling railroads in the State of Washington for public use in the conveyance of persons and property for hire within said state.

III.

The distances between the city of Seattle and the several points in the Wilkeson group, via Northern Pacific Railway, range from 37 to

61 miles. From Seattle to Wilkeson the distance is 50.6 miles, to Fairfax 59.4 miles, to Crocker 41 miles, to Wingate 46 miles. The distance between Seattle and Skagit Crossing by Great Northern Railway is about 65 miles. The distance from Seattle to Mt. Vernon is 71 miles. In the transportation of coal from points in the Wilkeson group to Skagit Crossing the Northern Pacific Railway Company receives the coal in its cars loaded by the shipper at points of origin, moves same to Seattle and places cars containing such coal on the interchange or transfer track located in the yards of the Northern Pacific Railway and Great Northern Railway, south of the King Street station in Seattle. The Great Northern Railway receives the cars on such interchange or transfer track, transfers same to Interbay by a switching movement of a number of cars, commonly called a "drag." From Interbay to Delta, near Everett, the Great Northern Railway Company moves the cars in a drag. At Delta the cars are made up into a regular freight train and transferred to Skagit Crossing, where cars containing coal for that point are set out on the tracks of the English Lumber Company, which operates a steam logging railroad which connects with the Great Northern Railway at or near Skagit Crossing. The English Lumber Company moves the cars from Skagit Crossing to such point or points on its line as may be required, unloads the coal and returns the empties to the Great Northern Railway Company at Skagit Crossing, whereupon the Great Northern Railway Company moves the empties in the manner hereinbefore described, from Skagit Crossing to the transfer or interchange track south of the King Street station in Seattle, at which point the Northern Pacific Railway Company receives such cars. The time consumed by the Great Northern Railway Company in moving the cars from Seattle to Skagit Crossing by the method described runs from 48 hours to 72 hours. Practically the same time is consumed in returning the cars from Skagit Crossing to point of delivery to Northern Pacific Railway Company in Seattle. The Northern Pacific Railway Company charges the Great Northern Railway Company a per diem per car for the time intervening between delivery to the Great Northern Railway Company at Seattle and return to the Northern Pacific Railway Company at the same place. This charge has been fixed by agreement between the railway companies mentioned, and represents the rental value of a coal car.

IV.

On September 13, 1906, the Northern Pacific Railway Company, the Great Northern Railway Company concurring, published a joint rate for coal between the Wilkeson group, which includes the stations of Burnett, Carbonado, Crocker, Cumberland, Wingate, Enumclaw, Fairfax, Kangley Junction, Melmont, Navy, Nolte, Occidental, Palmer, Spiketown, Ravensdale, South Prairie and Wilkeson, via the Northern Pacific Railway to Seattle, thence via Great Northern Railway to Mount Vernon, of \$1.35 per ton of 2,240 pounds, which joint rate remained in

effect continuously from September 13, 1906, until a short time before the commencement of this proceeding, (having been carried in various tariffs and supplements, the last being Northern Pacific Railroad Tariff No. 176B), when the Northern Pacific Railway Company, under the belief that no coal was moving under said joint rate, cancelled said rate, in which action the Great Northern Railway Company concurred.

V.

The local rate in effect for transportation of coal between Wilkeson and Seattle by the Northern Pacific Railway is 65c per gross ton. The local rate in effect for transportation of coal between Seattle and Skagit Crossing by Great Northern Railway is \$1 per net ton, the sum of two locals being equivalent to \$1.77 per gross ton. The joint rate of \$1.35 per gross ton, published September 13, 1906, was made applicable from said points in the Wilkeson group to Mount Vernon and directly intermediate points, Skagit Crossing being a directly intermediate point on said route.

VI.

The joint rate mentioned was, by agreement between said railway companies, divided as follows: To the Northern Pacific Railway Company for the haul between Wilkeson and Seattle, 65c per gross ton; to the Great Northern Railway Company, for the haul between Seattle and Mount Vernon or directly intermediate points, 70c per gross ton. The Northern Pacific Railway Company, having cancelled said joint rate on the belief that no coal was moving thereunder, has been since discovering its mistake, and still is, willing to reinstate the same. The Great Northern Railway Company declines to concur in the reinstatement of the joint rate, contending that its proportion thereof is sufficient compensation for the haul between Seattle and destination.

The division of the joint rate agreed upon by the railway companies, prior to publication thereof, afforded the Great Northern Railway Company a rate of approximately 1.09 cents per ton mile for the haul between Seattle and Skagit Crossing.

The following table shows the rate per ton mile received by shippers of coal, together with several other commodities, between points therein specified under rates voluntarily established by carriers in the State of Washington, to which rates the Northern Pacific Railway Company and Great Northern Railway Company are in several instances parties:

City	From	To	Rate Per Ton Gross	Dis- tance	Net Ton	Rate Per Ton Mile, Cents
....	Wilkeson.....	Skagit Cross'g.	\$1 35	...	....	1.039
....	Concrete.....	Tacoma.....	1 12	143	....	.8
....	Tenino.....	Fir.....	1 50	144	....	1.04
....	Tacoma.....	Sedro Woolley.	1 35	129	....	1.05
....	Tacoma.....	Concrete.....	1 12	143	....	.783
der,						
ale.	Lakeview.....	Concrete.....	1 12	155	....	.74
....	Wilkeson.....	Sedro Woolley.	1 35	148	...	.911
....	Montezuma....	Skagit Crossing	{		G. N. Ry.	1.077
			{ ...	130	N. P. Ry.	1.
			Net Ton		Net Ton	
....	Ferrie, B. C....	Spokane.....	2 15	275	.782	.875
	Ferrie, B. C....	Wenatchee....	3 15	449	.701	.785
	Ferrie, B. C....	Everett.....	3 00	581	.517	.58
	Crows Nest....	Seattle.....	3 00	610	.49	.55
	Crows Nest....	Moscow.....	3 15	370	.851	.955
	Crows Nest....	Lewiston.....	3 15	422	.747	.837
	Crows Nest....	Portland.....	3 50	652	.537	.610
	Princeton, B.C.	Spokane.....	2 50	307	.814	.911
	Princeton, B.C.	Coeur d'Alene.	3 10	356	.87	.974
	Princeton, B.C.	Pasco.....	3 50	452	.774	.867
	Princeton, B.C.	Moscow.....	3 50	402	.870	.974

The freight earnings of the Northern Pacific Railway Company in the State of Washington during the years 1912 and 1914 averaged approximately .995c per ton mile. The freight earnings of the Great Northern Railway Company in the State of Washington for the year 1914 averaged 1.09c per ton mile, with average length of 156 miles plus. Such freight earnings covered less carload shipments. The expense of handling less carload shipments is materially higher than the expense of handling carload shipments. The average number of tons of freight per loaded car mile on the Great Northern Railway for the year 1914 was 18.69 tons. Coal shipments from points in the Wilkeson group to Skagit Crossing averaged under fifty tons per loaded car mile.

VII.

Any increase in the rate between any of the points in the Wilkeson group and Skagit Crossing above \$1.35 per gross ton will result in a prohibitive rate, for the reason that the cost of producing coal in the Wilkeson group is such that the producers are unable to absorb any advance in the rate, while an increase in the cost per ton to the principal consumer at Skagit Crossing, the English Lumber Company, will result in the substitution of oil for fuel in place of coal. Should oil be substituted in place of coal by the English Lumber Company, such oil would be delivered to that company by water trans-

portation, in which case neither the Northern Pacific Railway Company nor the Great Northern Railway Company could participate. The English Lumber Company, when operating under natural conditions, consumes from 150 to 250 tons of coal, equivalent to from three to four carloads per month. The establishment and maintenance of a joint through route between said points in the Wilkeson group and Mount Vernon and directly intermediate points with a reasonable joint rate will enable the producers in the Wilkeson group to continue shipments of coal to Skagit Crossing and prevent the displacement of coal for sale in said market by oil produced outside of the state, and thereby encourage the development of the local coal industry, as well as a community in the state furnishing directly or indirectly more or less trade to both of the carriers involved in this proceeding.

VIII.

That the sum of the existing local rates for transportation of coal from points in the Wilkeson group to Seattle by the Northern Pacific Railway, and from Seattle to Skagit Crossing by the Great Northern Railway, constitutes an unjust, unfair, unreasonable, excessive and prohibitive rate; that a joint rate for the transportation of coal between such points in the Wilkeson group on the Northern Pacific Railway and Mount Vernon on the Great Northern Railway, and directly intermediate points, of \$1.35 per gross ton, is a fair, just, reasonable and sufficient joint rate to be followed, charged, enforced, demanded and collected, by respondents in the future. That no satisfactory through route or joint rate exists between such points. That public necessities and convenience demand the establishment of a through route and joint rate between such points. That an agreement exists between the Northern Pacific Railway Company and Great Northern Railway Company for the interchange of cars.

WHEREFORE IT IS ORDERED, That respondents Northern Pacific Railway Company and Great Northern Railway Company, within twenty (20) days from the date of the service of this order, establish a through route for the transportation of coal between points in the Wilkeson group on the Northern Pacific Railway in the State of Washington, viz., Burnett, Carbonado, Crocker, Cumberland, Wingate, Erickson, Fairfax, Kangley Junction, Melmont, Navy, Nolte, Occident, Palmer, Spiketon, Ravensdale, South Prairie and Wilkeson and Mount Vernon on the Great Northern Railway with application to directly intermediate stations, and establish and fix a joint rate for the transportation of coal between the points in the Wilkeson group on the Northern Pacific Railway and Mount Vernon on the Great Northern Railway and directly intermediate points, such rate not to exceed \$1.35 per gross ton for coal in carloads, minimum weight 60,000 pounds, to be followed, charged, enforced, demanded and collected in the future.

FURTHER ORDERED, That carload freight moving between the hereinbefore specified shall be carried by respondents without transfer from the original cars.

FURTHER ORDERED, That respondents shall have sixty (60) days from the date of the service of this order within which to agree upon the proportion of such rate or the division of revenue each shall receive from such joint service. If, at the expiration of such time, respondents shall fail to file with the Commission a statement that an agreement has been made for the proportion of charges or revenue each shall receive from such joint service, the Commission will, after further hearing, enter a supplemental order fixing the proportion of charges and revenue each of respondents shall receive for the joint service so ordered.

No. 1224.

PUBLIC SERVICE COMMISSION OF WASHINGTON, Complainant, v. CHICAGO & NORTHWESTERN RAILWAY COMPANY, MILWAUKEE & ST. PAUL RAILWAY COMPANY, NORTHERN PACIFIC RAILWAY COMPANY, GREAT NORTHERN RAILWAY COMPANY, OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, SPOKANE, PORTLAND & BATTLE RAILWAY COMPANY, Defendants.

Complaint filed March 16, 1915. Orders suspending proposed tariffs entered March 17, and June 14, 1915. Hearings were held June 2 and June 9. September 23, 1915, opinion and order as follows:

It has long been the custom of the railroad companies in this state at the request of the shipper to divert or reconsign to other points originally billed, without charge, shipments of hay and grain to the interior of the state. Mr. C. A. Morrison testified, (Transcript p. 5), that for a period of fourteen years he has been in the grain business, and that during that time no reconsignment charge was made by the defendant companies that he knew of.

Mr. John B. Stevens testified, (Transcript p. 22), "Q. In all your experience have you ever had to pay any diversion charge? A.

Others testified to the same fact and it seems to be undisputed that the custom of reconsigning shipments of hay and grain to the interior of Washington has existed in this state for a long period of years, and that no charge has ever been made by the defendant companies for such service. It also appears from the testimony that the benefit of the practice has to some extent benefited the companies as well as the shipper. Mr. Morrison testified, (Transcript p. 5), "and it means we keep the railroad supplying us with a steady run of cars whereas if we waited until everything was sold in advance and then to give these orders, place the orders first, we would want to have no cars and the next day 40 cars at shipping points, but by having an average steady stream we believe we made it easier for the railroad and we save asking for heavy consignment of cars." He

also testified: "It looks to me that this is good railroading and a good business, to keep the cars moving."

Mr. Stevens testified, (Transcript p. 23), "Well it helps us to do our business a good deal more of it and keeps the cars from getting congested and all of that, keeps our business moving better in that way than it would to not have that diversion right. Otherwise we would have to order from the country direct for every country order we have and not being able to get cars placed promptly it makes a lot of trouble for us and I should think an extra cost to the railroad."

It was conceded that the practice also resulted in a benefit to the shipper in that the reconsignment charge "is to give the shipper a through rate, from point of origin to point of destination, instead of paying the sum of the locals." (Transcript p. 18).

The evidence clearly shows that the reconsignment practice is a benefit to the shipper in that it permits the shipper to make sale of his commodity at any time prior to the car reaching its destination without reshipping without unloading and reloading the cars, saves the labor of loading and unloading and permits the farmer to move his goods without delay. This seems to be conceded by all parties, the question in dispute being whether or not the reconsignment imposes an additional burden upon the companies for which they now receive compensation and for which they should be compensated. If the practice was one recently initiated, there would be no question of the right of the defendants to exact an additional charge for this service. In the year 1911 the railroads of the State of Washington were valued by the Public Service Commission. In fixing rates the Commission necessarily took into consideration the operating expenses of the companies at the time of the valuation and allowed them a return based upon the net profit after expenses of operation. This practice was in effect at the time of the valuation and whatever additional expense was incurred by them by reason of this practice, of necessity must have been allowed by the Commission in determining the reasonable and fair rate defendants should be permitted to charge for the service rendered by them in this state. If now an additional charge shall be permitted to be imposed by the defendant companies for diversion, it will simply mean that the shipper is required to pay twice for the same service. The rate was made higher by reason of this expense and now the companies claim an added direct charge. The companies maintain as a part of their service, telephone service at their various offices, outhouses for the use, convenience and comfort of their patrons, (one of the companies serves afternoon tea for its patrons), and many other special services are accorded by the railroad companies that were considered by the Commission in determining the fair return. If now the companies shall be allowed to segregate every service rendered by them, and fix a special charge for that particular service, it simply means that the companies are

to charge twice for the same service. This is not fair to and should not be permitted.

complaint has been made by the defendant companies as increased returns these companies have been receiving as the alleged "hard times." We do not believe such complaint. If there be hard times, as these defendants seem to do not agree that hard times is a justifiable excuse for in- the burdens of the shipper.

all the facts and circumstances in this case it is our opinion is no just or reasonable excuse for permitting the defend- nies to impose this additional charge which must ultimately by the producers of hay and grain within this state.

THEREFORE ORDERED, That the so-called reconsignment or charge of two (\$2.00) dollars for each car reconsigned or ce, and the same is hereby ordered discontinued and elim-

FURTHER ORDERED, That all sums collected by the defendant as and for a reconsignment or diversion charge, be re- such charge has been made, or money collected, since the of these proceedings.

It is FURTHER ORDERED, That the said defendant companies to permit the practice of reconsigning and diversion in this heretofore practiced, provided that all orders for reconsign- diversion shall be made prior to the arrival of the car at its destination.

ss, The Public Service Commission of Washington, this 23rd ptember, 1915.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON.

By C. A. REYNOLDS, *Chairman*.

ARTHUR A. LEWIS, *Commissioner*.

DISSENTING OPINION OF COMMISSIONER SPINNING.

complaint in this case, after showing that the several car- eted had filed with the Commission supplements and tariffs, rate of \$2.00 per car for changing the destination of, or a transit for orders, carload shipments of grain, grain prod- straw, potatoes and onions, alleges that such

of \$2.00 per car and the whole thereof for the purposes the several supplements and tariffs hereinbefore referred just, unfair, unreasonable and excessive."

ndents filed separate answers denying that said rate of \$2.00 unjust, unfair, unreasonable or excessive.

Commission was authorized by the pleadings to inquire into mine whether or not the rate of \$2.00 per car was unjust, un- reasonable or excessive. No other issue was made by the

Competent evidence was offered by respondents and received by the Commission showing that the cost of diverting a car, reconsigning while in transit or after arrival at destination, in all cases exceeds \$2.00 per car, while the average cost was materially above that amount. Instances were shown where the cost was as high as \$10.00 and \$15.00 per car.

This evidence stands uncontradicted.

The interested shippers introduced evidence entirely sufficient to establish beyond the possibility of successful contradiction, that the service in question was of great value to the shippers incurring themselves thereof.

In the majority opinion this statement appears:

"If the practice was one recently initiated, there would be no question of the right of the defendants to exact an additional charge for this service."

Here it is conceded that the facts established in this case show that the service of diverting a car and reconsigning cars is a service distinct from and additional to the transportation service paid for by the shippers and that the value of this special service to the shippers and the cost thereof to the carrier justify a separate charge.

In other words, that those shippers who conduct business in a manner which requires the special service of diversion or reconsignment, receive a valuable service which is not required by other shippers, and that, as a matter of equality in rate adjustment, this special service should bear its proportion of the rate burden.

That the service is reasonably worth to the shipper at least \$2.00 per car is fully established by the evidence in this case; no other conclusion may be drawn from the evidence.

That the cost to the carrier equals \$2.00 per car, or more, is not denied.

It, therefore, clearly appears that the rate of \$2.00 per car for diversion or reconsignment is unjust, unfair, unreasonable or excessive.

The Interstate Commerce Commission has repeatedly held that the rate of \$2.00 per car for diversion or reconsignment is reasonable and not excessive, while in several instances higher rates for this service have been sustained.

See:

Detroit Reconsignment Case, 25 I. C. C. Repts. 392;
Charles Becker vs. P. M. R. R. Co., 28 I. C. C. Repts. 650;
C. G. Justice Co. vs. Penn. Rd. Co., 26 I. C. C. Repts. 47;
Central Commercial Co. vs. L. & N. Co., 27 I. C. C. Repts. 10;
Doran & Co. vs. C., C. & St. L. Ry. Co., 33 I. C. C. Repts. 11;
St. Louis Hay & Grain Co. vs. M. & O. R. Co. et al., 11 I. C. C. Repts. 90.

The Supreme Court of the United States reviewed the decision of the Interstate Commerce Commission in the case last cited and

the charge to be allowed to \$3.00 and \$3.75 per car, holding allowance for profit had been made by the Commission.

Southern Ry. Co. vs. St. Louis Hay & Grain Co., 214 U. S. 297, 53 L. ed. 1004.

The majority of the Commission, however, without finding that the charge of \$2.00 per car is unreasonable or excessive, holds that there is no just or reasonable excuse for permitting the rate to become effective.

The conclusion is based upon the statement appearing in the report that:

"This practice was in effect at the time of the valuation and what additional expense was incurred by them by reason of this practice necessarily must have been allowed by the Commission in determining the reasonable and fair rate defendants should be permitted to charge for the service rendered by them in this state."

No finding has been made in this case to the effect that the Commission has at any time fixed rates for transportation of the commodities affected by the particular rate under consideration or that the Commission did in fact allow compensation for diversion or reconsignment as a part of the transportation rate on such commodities in lieu of any part of any other rate. The evidence in this proceeding will, in my opinion, sustain an affirmative finding on either of these points.

However, assume for illustration, that the transportation or line rates were fixed, either by the Commission or the carriers, with intent to make such rates sufficient to compensate the carriers for the line haul and for the special service of diversion or reconsignment. Even so, still the conclusion reached by the majority would be untenable. Two distinct services are involved:

First: The line haul, that is, the service of carrying the commodities affected from the initial point of shipment to the destination named in the bill of lading. This service is complete when the carrier delivers the commodity at destination. The carrier has then performed its undertaking.

Second: The diversion or reconsignment. That is when the carrier reconsigns the car to a different destination and the carrier makes to divert the car for the purpose of making a delivery at a point other than that named in the first undertaking. A new undertaking is thus brought into the transaction and the performance of this new undertaking is a distinct service which must be rendered by the carrier by expenditure of time and money not contemplated by the original undertaking.

Why should the shipper who so conducts his business that he requires not only the line haul, be compelled, either by the Commission or the carriers, to pay a rate which provides a reasonable compensation for the line haul and also compensates the carrier for the diver-

sion or reconsignment service rendered to other shippers? Of course it will not be contended that the shipper who avails himself of line haul only should be required to help pay for the diversion service furnished others.

Yet this is exactly what has been required of such shippers ever since the line haul rates were established, if compensation for diversion service was included in the line haul rates.

The majority opinion assumes that compensation for the diversion service was included in the line haul, which is tantamount to admitting that the shipper using only the line haul, is compelled to assist in compensating the carrier for the diversion service rendered others and they do not propose to change this illogical and unjust arrangement for they have ordered the carriers to desist from requiring shippers using the diversion service to bear the burden of that service.

The writer firmly believes that the dealers who depend upon reconsignment and diversion of cars to facilitate the distribution of commodities purchased and sold by them, should be required to bear the burden of that service and that shippers who conduct business along lines which do not require them to resort to the diversion service, should be afforded relief against rates which require them to help sustain a service which they do not use—if the line haul rates do in fact include compensation for the diversion service.

This reform cannot be accomplished by cancellation of the tariffs involved in this proceeding.

If the rate of \$2.00 per car for the diversion service provided in these tariffs is not unreasonable or excessive, the tariffs should be approved.

Then, if the shippers interested believe that the line haul rates are unreasonable or excessive for the line haul service alone, let the reasonableness of those rates be put in issue by formal complaint. The Commission will then be authorized to receive evidence concerning the reasonableness of the line haul rates as such and to determine that question on its merits.

If those rates should be found unreasonable or excessive, a reduction will benefit alike all shippers using the line haul.

In this manner the diversion service rate, as well as the line haul rates, may be made just, reasonable and logical, with their respective burdens falling in fair and equitable proportion upon those who employ these distinct services.

Section 14 of Chapter 117, Act of 1911 (Public Service Commission Law) requires common carriers to state separately, in schedules of rates filed with the Commission, "all terminal charges, station charges, icing charges, and all other charges which the Commission may require to be stated, all privileges or facilities granted or allowed and any rules or regulations which may in any wise change, affect or determine any part, or the aggregate of, such aforesaid rates, and

charges, or the value of the service rendered to the passenger, or consignee."

The purpose of requiring the carriers to separately state in their each and every service to be rendered which affects the cost or value to the shipper or consignee, is to afford an opportunity for testing the reasonableness of the charge.

I. O. O. vs. Stickney, 215 U. S. 98, 54 L. ed. 112, the Supreme Court of the United States, in construing provisions of the Amendment of June 29, 1906, to the Hepburn Act, similar to Section 14 of the Public Service Commission Law, held that a terminal charge separately stated in a tariff, if just and reasonable in itself, cannot be annulled, or the carrier required to reduce it, on the ground that it, with prior charges of transportation, makes the total charge unreasonable. The Court said:

"This, of course, includes all charges, and the carrier is entitled to a finding that any particular charge is unreasonable and annulled before it is required to change such charge. * * * If the terminal charge be, in and of itself, just and reasonable, it cannot be annulled or the carrier required to change it on the ground that it, with prior charges of transportation over the lines of the carrier or connecting carriers, makes the total charge to the shipper unreasonable. That which must be corrected and condemned is not an unjust and unreasonable terminal charge, but those prior charges must of themselves be unreasonable in order to make the aggregate of the charge from the point of shipment to that of delivery unreasonable and unjust. In order to avail itself of the benefit of the law, the carrier must separately state its terminal or other charge complained of; for, if many matters are lumped in a lump charge, it is impossible for either shipper or Commission to determine how much of the lump charge is for the terminal or for the other services."

The Commission should, therefore, find whether or not the \$2.00 terminal charge is unreasonable or excessive. If the charge is found to be excessive a proper charge should be fixed. Nothing can be accomplished by ignoring the issue made by the pleadings and permitting the carriers to perform a valuable and distinct service for grain and other commodities without making a charge therefor, and this to the detriment of other shippers who do not require this service.

The diversion service was originally provided to enable shippers to use themselves in cases of emergency, such as refusal of consignee to accept consignment, and similar instances.

Brokers have found the service of such value in enabling them to load and ship and to find purchasers while their commodities are in wait or after arrival at destination, that their use of this service has grown to the extent that many of them provide no facilities for loading or actually handling the products bought and sold by them.

We do not contend that the practice is one which should be discontinued, but that those who depend on this service to enable them to do business, should bear the burden in order that it may not be

shifted to those who receive no benefit therefrom. Furthermore, to prevent unnecessary use of this service, retention of cars and of waste, the cost of which must ultimately fall upon the producer or consumer, a charge for the diversion should be made. Many diversions could be avoided by exercise of a little diligence on the part of the broker, but so long as no charge is made for the diversion service there will be no incentive for the broker to avoid unnecessary resort thereto.

The practice of reconsignment indulged in by brokers, involves grain, grain products, hay, straw, potatoes and onions, but principally shipments of hay. The loading capacity of the average car for hay is about ten tons. The diversion service in no case costs less than \$1.00 per car and this cost runs as high as \$15.00 per car. The time required for movement of carload of hay from the shipping point to any one of the points at which brokers hold cars for reconsignment is but a few hours.

For the purpose of allowing brokers to procrastinate a few hours longer before finding a purchaser for a carload of hay, there is incurred an unnecessary diversion expense amounting to from two cents to \$1.50 per ton. This waste, in many cases, is equal to the farmer's profit on a ton of hay.

I venture to say that, if the farmers of this state had been informed of this loose practice and had known that in "paying freight" they were also paying from 20 cents to \$1.50 per ton, in necessary diversion cost, the members of this Commission would have received so many protests from the producers that it would have been difficult in ascertaining whose ox has been gored.

Aside from the question of discrimination, I am of the opinion that the order entered in this case is contrary to law. By this order the carriers are prohibited from making any charge for the diversion service, which service is distinct from the transportation service. The diversion is an additional service and not a service substituted for the transportation service. Consequently, the carriers are entitled, as a matter of law, to compensation for the diversion service, and the right to compensation is not affected by the claim that the carriers' earnings on freight and passengers carried between points in this state, compensate them for the entire service rendered by them in this state.

The case of *Northern Pacific Railway Company vs. North Dakota*, 236 U. S. 585, involved the question as to the power of a state to impose upon a commodity or a particular service, any rate, whether compensatory or not, provided, only that the return from the interstate business is adequate. Mr. Justice Hughes, delivering the opinion of the Court, rendered at the October term, 1914, said:

"But the decision in this class of cases (which we have cited in the margin) furnish no ground for saying that the state may impose aside a commodity or a special class of traffic and impose upon it any rate it pleases, provided only that the return from the interstate business is adequate."

analysing and distinguishing the cases referred to by the opinion concludes:

repeat and conclude: It is presumed,—but the presumption is rebuttable one—that the rates which the state fixes for intrastate traffic are reasonable and just. When the question is as to the reasonableness of the intrastate business as a whole under a general schedule of rates, the carrier must satisfactorily prove the fair value of its property employed in its intrastate business and show that it has been denied a fair return upon that value. With respect to particular rates, it is recognized that there is a wide field of legislative discretion, permitting variety and classification, and hence the mere fact that what appears to be a reasonable scheme of rates, or a tariff schedule affording substantial compensation, are not subject to judicial review. But this legislative power cannot be regarded as without limit. The constitutional guaranty protects the carrier against arbitrary action and from the appropriation of its property to purposes outside the undertaking assumed; and where it is found that a commodity, or a class of traffic, has been segregated and a rate imposed which would compel the carrier to transport it for more than the proper cost of transportation, or virtually at cost, and the carrier would be denied a reasonable reward for its service in carrying into account the entire traffic to which the rate applies, the court has concluded that the state has exceeded its authority."

The Interstate Commerce Commission is engaged in making a valuation of the property of all interstate rail carriers, including those operating in this state. This valuation will undoubtedly provide a sound and up to date basis for rate regulation and adjustment, and will be completed in the near future.

In the meantime this Commission should require the segregation of special services and the naming of separate rates for such services in accordance with the provisions of Section 14 of our Public Service Act, so that rates may be adjusted on a logical and scientific basis and that objectionable practices, such as are disclosed by the evidence in this case, may be eliminated.

For the reasons stated I am unable to concur in the majority opinion.

FRANK R. SPINNING, *Commissioner*.

On December 15, 1915, writ of review proceedings were instituted in the Superior Court, Thurston County, Washington.

No. 1893.

Investigation of death of Albert Peterson, struck by Great Northern Railway Company engine March 30, 1915, at Interbay. Pending.

No. 1895.

Petition of Northern Pacific Railway Company for certificate that certain real estate is "operating property." Pending.
Petition filed April 7, 1915. Pending.

No. 1899.

In re investigation into death of Mary Butler, killed on Northern Railway at Spokane, March 1, 1915.

April 16, 1915, transcript of testimony at coroner's inquest.

No. 1902.

Petition of Northern Pacific Railway Company for certification that certain real property is "operating property."

Petition filed April 19, 1915. Pending.

No. 1905.

Petition of Northern Pacific Railway Company for certification that certain real estate is "operating property."

Petition filed April 14, 1915. Pending.

No. 1906.

Petition of Northern Pacific Railway Company to have certain real estate declared "operating property."

Petition filed June 10, 1915. Pending.

No. 1907.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, Complainant,
vs. PACIFIC COAST RAILROAD & NAVIGATION COMPANY, Defendant.

Complaint filed May 13, 1915, re switching charges at Seattle. Order suspending tariff entered May 13, 1915, and additional suspension order entered August 11, 1915. Pending general investigation of switching rates in state.

No. 1908.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, Complainant,
vs. GREAT NORTHERN RAILWAY COMPANY, Defendant.

Complaint filed April 30, 1915, re meat rates between Seattle and Tacoma. Orders suspending tariffs were issued April 30 and May 2, 1915. Hearing held at Seattle June 2, 1915, and November 2, 1915. The Commission made findings and order as follows:

I.

The Carstens Packing Company is engaged in the packing business at Tacoma, Washington, with a branch house at Seattle, Washington. The Tacoma plant is located on the Northern Pacific Railway line, while the branch house in Seattle is located on the Great Northern Railway line. Daily carload shipments of fresh meat are made from the Tacoma plant to the Seattle branch. When the quantity of meat to be shipped is not sufficient to provide a carload, cured meats, lard, etc., are included. The branch house at Seattle commences distribution of fresh meats, to its various patrons, very early in the morning.

morning, in consequence of which it is necessary that such cars arrive in Seattle very early in the morning and that the service from Tacoma to Seattle be regular and reliable. The Carstens Packing Company ships fresh meat in carload lots to Bellingham, Everett, and other points. For the service afforded the Carstens Packing Company between Tacoma and Seattle and Bellingham, five refrigerator cars are required. During part of the period within which the Great Northern Railway Company has been providing the Carstens Packing Company with this service, two refrigerator cars were furnished by the railway company, for the use of which the railway company compensated the packing company, upon the basis of one cent per car mile. The refrigerator cars furnished by the railway company received special equipment, such as racks and hooks for hanging dressed meat. Some of this equipment was furnished by the railway company and the remainder by the packing company. The refrigerator cars used in this service are returned from destination to Tacoma, the service being impracticable to load such cars with merchandise or other goods other than packing house products on the return trip.

When the refrigerator cars are loaded at Tacoma by the packing company they are forwarded by the Northern Pacific Railway Company to the Great Northern tracks in Tacoma, for which service a switching charge of one cent per car is made by the Northern Pacific Railway Company, paid to the Great Northern Railway Company and absorbed in the rate for the service mentioned, when the line haul on the car equals or exceeds 100 miles. The Great Northern freight train operated from Tacoma to Seattle leaves Tacoma about 5:00 p. m. On account of the necessity for early morning delivery at Seattle, the Great Northern engine at Tacoma, charged with the duty of handling these cars, must exercise more than ordinary care to insure regular movement and delivery thereof. These shipments are moved from the Great Northern tracks at Tacoma to Seattle by Great Northern freight. It is necessary for the respondent to stop its freight trains handling these cars near Spokane Avenue in the southern part of Seattle, for the purpose of setting out the cars destined to the branch house of the packing company at Seattle. Immediately upon arrival of the cars at Seattle, one of the Great Northern switching crews operating at that point is required to discontinue other work and switch the cars directly to the branch house of the packing company on First Avenue south in Seattle. The distance by the Great Northern Railway Company from Tacoma to Seattle is approximately forty-one miles and in addition to the short haul between said points, two switching operations are required, one at Tacoma by the Northern Pacific Railway Company and one at Seattle, by the Great Northern Railway Company. The cost of a carload of fresh meat is approximately \$3,000. The refrigerator cars used in this service are considerably more expensive than an ordinary freight car.

II.

For about five years prior to the change in rates hereinafter mentioned, the several rail carriers operating between Tacoma and Seattle, including respondent, maintained a rate on fresh meats, all kinds of tallow, carloads, minimum weight 20,000 pounds, of 6c per hundred pounds. On March 27, 1915, the Great Northern Railway Company filed with the Commission its Supplement No. 10 to Great Northern F. O. No. 24872, to become effective May 1, 1915, Item No. 465, which supplement cancelled Item No. 465 of Great Northern G. N. No. 24862, which carried said rate of 6c per hundred pounds and named a rate on said commodities of 8c per hundred pounds with a minimum of 20,000 pounds. The tariff which named the 6c rate as well as the tariff filed March 27, 1915, naming the 8c rate, provided that the switching charge at Tacoma should be absorbed by the Great Northern Railway Company when the line haul equalled or exceeded \$15.00 per car. On April 30, 1915, the Commission entered an order in this proceeding suspending said Item No. 465-A for a period of ninety days, from May 1, 1915, and on August 2, 1915, the Commission entered a second order in this proceeding suspending said item for an additional period of sixty days.

The following table contains rates in effect on several commodities named between Seattle and Tacoma and the earnings per car produced thereby:

Commodity	Rate	Minimum	Earnings Per Car
Apples	8c	32,000 lbs.	\$25 60
Berries	12c	20,000 lbs.	24 00
Beer	7½c	30,000 lbs.	22 50
Wheat	5c	60,000 lbs.	30 00
Hemp	7½c	40,000 lbs.	30 00
Flour	3½c	40,000 lbs.	14 00

Under the 6c rate on meats and packing house products, minimum 20,000 pounds, the earnings per car, are \$12.00. Under the 8c rate recently published, as aforesaid, minimum 20,000 pounds, the earnings per car are \$16.00. The 6c and 8c rates mentioned are commodity rates. In the absence of a commodity rate meats and packing house products would take the third class rate, which is 12c per hundred pounds, 20,000 pounds minimum, producing \$24.00 per car.

While the minimum named in connection with the 3½c rate on flour is 40,000 pounds, cars loaded with flour are almost invariably loaded to capacity, which ranges from 60,000 pounds to 70,000 pounds. A carload of flour loaded to 60,000 pounds would produce, under the 3½c rate mentioned, \$21.00.

All of the above named commodities, except meats and packing house products, may be moved between Tacoma and Seattle in open cars, which cars may be loaded with other commodities on the same trip. The hazard of loss or damage by accident or wreck accom-

shipments of meats and packing house products is greater than that of accompanying shipments of apples, which take the 8c rate, 20,000 pounds minimum, and produce earnings of \$24.60 per car. The value of a carload of apples is equal to about 25% of the value of a carload of fresh meat.

The rate in effect by rail carriers for transportation of packing products between Seattle and Everett, a distance of thirty-five miles, and between Great Northern Seattle dock and Snohomish, a distance of thirty-nine miles, is 10c per hundred pounds, minimum 20,000 pounds. The rate on the same products between Interbay and Alaskan, a distance of ninety-five miles, and between Ballard and Bellingham, a distance of ninety miles, is 12c per hundred pounds, 20,000 pounds minimum. The rate for the same products between Tacoma and Sedro Woolley, a distance of seventy-five miles, is 10c per hundred pounds, 20,000 pounds minimum, water competition affecting this movement.

There are certain fixed expenses connected with the transportation of freight in carload lots, such as terminal or switching cost at each end of the haul, the line haul, clerical expense, etc., which are practically the same with low rate of earning per car as with a high rate of earning per car.

The rate of 6c per hundred pounds maintained by the rail carriers for transportation of apples between Tacoma and Seattle prior to the change in rates hereinafter referred to, is entirely out of proportion with the character and value of the service performed, when considered in comparison with the rates on other commodities carried between the same points. The rates on apples, berries and the commodities hereinbefore referred to, are much higher than meat and packing house products, between Tacoma and Seattle. These rates are strongly influenced, if not actually determined, by competition of water carriers between such points. The rates on the commodities mentioned are practically water rates.

THE COMMISSION FINDS AND CONCLUDES:

The cost of transportation of property by water is so much lower than the cost of transportation by rail that if all freight transported by rail carriers should be handled on the basis of water rates, such carriers would not be compensated for service performed. When, however, commodities may be moved by rail carriers between points where water rates are controlled by water competition and some margin of profit of service is produced by these rates, it is permissible for rail carriers to participate in this class of traffic, for no injury results to shippers who pay rates which are reasonable and sufficient to cover the cost of service, and are not being favored by water competition.

It is recommended that rail carriers be required to move shipments of meat and packing products from Tacoma to Seattle, between which points water competition practically determines rates of rail carriers, for a rate not higher than rates on commodities which do not require as costly or

valuable service as is required by meat and packing house shippers would be unfair and unreasonable and, for that reason, contrary to law.

Respondent introduced evidence relating to increase of operating expense, such as cost of labor, fuel and material and to decrease in lumber shipments, etc., as tending to justify the increase of the rates involved in this proceeding, but it is not necessary to consider this evidence or to determine whether it justifies the increased rates proposed by the respondent for the reason that the Commission is satisfied that the increase is necessary for the purpose of effecting a more nearly just distribution of transportation cost between commodities, and that such increase is required and fully justified by the facts herebefore found.

The rate of 8c named in Item No. 465-A of Supplement No. 1 to Great Northern G. F. O. No. 24872 is not unfair, unjust, unreasonable or excessive.

WHEREFORE IT IS ORDERED, That complainants' complaint be, and it hereby is, dismissed.

No. 1921.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF BYRNE TURNER COMPANY, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY AND CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY COMPANY, *Defendants*.

Complaint re switching rates at Bellingham was filed March 1915. Negotiations pending for adjustment.

No. 1930.

Petition of Northern Pacific Railway Company to have certain real property declared "operating property."

Petition filed June 11, 1915. Pending.

No. 1932.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant* v. NORTHERN PACIFIC RAILWAY COMPANY AND GREAT NORTHERN RAILWAY COMPANY, *Defendants*.

Complaint filed June 17, 1915, re switching rates at Spokane. Pending general investigation of switching rates in state.

largest, if not the largest, of the bars traversed by respondent's railway line, and the present station of Penewawa is located approximately two miles east of the west end of the bar, the Penewawa bar being about three miles in length. Near the upper or eastern end of the Penewawa Bar the Long Hollow Canon terminates. A wagon road traverses this canon, connecting the bar with the highlands on the plateau above and to the north of the railway. This highway leads to Penewawa Station. A second canon, which terminates at Penewawa Station, is also traversed by a wagon road leading from the station to the highlands to the north. About $1\frac{1}{2}$ miles west of Penewawa Station a third canon is located, through which has recently been constructed what is known as the "Andy Horton," "Smith-Horton" Road. This highway extends from the respondent's railway northerly through the canon, ascending on a reasonably good grade to the plateau to the north of the railway, where a connection is made with an elaborate system of highways located in the wheat raising belt, lying within the half circle bordered by the towns of LaCrosse, Winona, Endicott, Diamond, Colfax and Pullman in Wineman County, Washington, all of the towns last named being located on the main line of the Oregon-Washington Railroad & Navigation Company. The Andy Horton Road was constructed by Whitman County during the year 1915 at a cost of approximately \$8,000.00, one-fifth of which, or about \$1,600.00, was paid to the county by farmers located in the wheat belt naturally tributary to the respondent's railway line via said Andy Horton Road, such farmers being among the persons represented by complainant in this proceeding. These farmers have procured, by donation or otherwise, right-of-way for the highway mentioned and entered into an agreement with the county to "straw" the road before same should be open to traffic, in order that the road should be protected against cutting by heavy traffic, which would result from its use before the surface should become hardened and packed. The road was constructed after the winter and spring rains had ceased and if used before the soil should be wet by the fall rains heavy traffic would cut "chuck holes" or "ruts" in the surface.

III.

The farmers naturally tributary to respondent's railway line via the Andy Horton Road, produce approximately 200,000 bushels of wheat annually, nearly all of which has heretofore been hauled to the stations of Hay, LaCrosse and Endicott on the Oregon-Washington Railroad & Navigation Company's line. The cost of wagon haul to the station named has been about 1c per sack per mile, a sack containing about $2\frac{1}{4}$ bushels. As fairly illustrative of the manner in which the establishment of a spur at the point petitioned for would affect the farmers located in the area naturally tributary to respondent's railway via the Andy Horton Road, the following instances are cited:

Zearing, one of the farmers who contributed to the construction of the Andy Horton Road, having paid \$320.00 on account of the road, is located on the plateau north of the lower end of Penewawa. His wheat production runs from fifteen to twenty-four thousand bushels per year. The cost of the wagon haul from his farm to Hay, the nearest accessible station at present, is 13c per sack, while the cost of the haul to the proposed spur would be about five or six cents per sack, resulting in a saving of about 3c per sack or \$415.00 on 15,000 bushels, his estimated crop for 1915. This farmer uses from ten to twelve bushels of coal per year, which is obtained from the railway station at Hay. His wheat is delivered in order to secure a load for the back-haul to Zearing's place is $4\frac{1}{2}$ miles north of the proposed spur.

Mr. Finley farms 1,100 acres. His farm is located $5\frac{1}{4}$ miles north of the location of the proposed spur. His nearest accessible railway station at present is LaCrosse, a distance of twelve miles from his farm. His 1915 wheat crop is approximately 18,000 bushels. The haul rate to LaCrosse is 12c per sack. The rate to the proposed spur would be 6c per sack. Finley's saving, if permitted to deliver his grain to the respondent at the proposed spur, would be approximately \$450.00 per year. Finley paid \$350.00 toward the construction of the old road.

IV.

The Andy Horton or Smith-Horton Road intersects respondent's railway line at a point approximately $1\frac{1}{2}$ miles west of the station at Penewawa and about $\frac{1}{2}$ mile east of the place at which petitioner proposes the construction of a spur track. Petitioner proposes to donate the land and construct a road extending from a point on the Horton Road about 900 feet northerly from its intersection with the respondent's railway, thence diagonally across respondent's property (under respondent's land) to a point 500 feet west of respondent's mile post 22. From this point at Penewawa a public highway is located between respondent's railway line, and the north wall of the Snake River Canon, which extends for a distance of about one mile west of the Penewawa Station. The distance from this point to the end of the public highway mentioned is approximately one-half mile from the end of the public highway mentioned to the intersection of respondent's railway with the Horton Road, where no right-of-way for a public highway has been obtained. There is, however, a wagon trail extending across private land from the Horton Road to connect with the public highway which leads on easterly to the Penewawa Station. The difference in the hauling distance between the farms located in the area tributary to respondent's line via the Horton Road, to Penewawa Station and the haul from the farms to the point where the proposed spur is desired, would be about one mile one way and two miles a round trip. The character of the soil between Penewawa Station and the Horton Road is such that a good hard surface cannot be obtained without the expenditure of an unreasonably large sum of money. The additional

distance of two miles on the round trip haul, assuming that a highway should be made available between the Horton Road and Penewawa Station, would prevent many of the farmers affected from making two trips per day when hauling grain from their farms to the railway, while many of such farmers will be able to make two or more trips per day when hauling grain to respondent's line if the proposed spur shall be constructed. The burden on the shippers naturally tributary to respondent's line at the point where the proposed spur is desired which would result from being required to haul to Penewawa Station would be greatly in excess of any expense or inconvenience to the defendant which might arise through the construction and maintenance of the proposed spur. The grain naturally tributary to respondent's line via the Horton Road, and which would undoubtedly be delivered to respondent at the proposed spur, would be not less than 120,000 bushels annually. Without the construction of the proposed spur a large proportion of this grain would continue to go to the stations on the Oregon-Washington Railroad & Navigation Company's line, even with a good highway connecting the station of Penewawa with the Horton Road, and the freight earnings thereon to which respondent's line is naturally entitled would be lost to respondent. The freight earnings on this grain, to say nothing of freight earnings on other commodities which would undoubtedly accrue to respondent's line by reason of the maintenance of the proposed spur, will amply compensate respondent for any expense or inconvenience which might arise out of the maintenance of said spur, and will undoubtedly exceed such expense or inconvenience by a very substantial sum, and the Commission is unable to find from the evidence any reason why respondent should not be anxious to divert this traffic to which it is legitimately entitled to its own line by voluntarily providing the facility desired.

V.

Mr. Finch, manager of respondent's railway line, conceded the stand that so far as physical conditions are concerned there is no reason why the proposed spur cannot be constructed and maintained at a point 500 feet west of mile post 22, which is approximately one mile west of the station at Penewawa, and the Commission holds that there is ample room on respondent's right-of-way at said point upon which to construct said spur track. The construction and maintenance of a spur track 400 feet in length on the north side of respondent's railway at said point 500 feet west of mile post 22 of the railway, together with the necessary switch connection with respondent's said railway, are necessary, practicable, can be put in and operated with safety, and the business therefor is sufficient to justify the same. That two weeks is a reasonable time to allow for the construction of said spur.

WHEREFORE, IT IS ORDERED, That respondent, within thirty days from the date of service of this order upon it, construct upon

erty on the north side of its main line, at a point 500 feet west of respondent's mile post 22, being a point approximately two miles west of Penewawa Station, in Whitman County, Washington, a spur track 100 feet in length, with switch connection with respondent's said railway.

It is FURTHER ORDERED, That complainant shall deposit with respondent a sum equal to the cost of constructing said spur track and switch connection, as estimated by respondent, within ten days from the date of demand therefor and delivery of copy of such estimate to complainant. Should complainant deem the estimated cost of construction of said spur track and switch connection to be unreasonable or excessive, application may be made to the Commission to have the estimate cost and expense of constructing such spur and switch connection determined by the Commission before such deposit is made: provided, however, That the time within such spur track shall be completed shall be automatically extended for a period equal to the time intervening between the demand upon complainant by respondent for deposit and delivery of itemized estimate of cost to complainant and the date upon which such deposit is made by complainant.

It is FURTHER ORDERED, That within thirty days after completion of said spur track and switch connection, respondent shall refund to complainant the difference, if any, between the amount so deposited by complainant with respondent and the legitimate cost and expense of constructing such spur track and switch connection. If complainant deems the amount retained from said deposit by respondent to be in excess of the legitimate cost and expense of constructing said spur track and switch connection, application may be made to the Commission by complainant for a further hearing, and after notice to respondent and full hearing and investigation, the Commission will determine in separate items the legitimate cost and expense of constructing said spur track and switch connection in the manner provided by statute.

On September 25, 1915, supplemental order was issued as follows: Appearing that the location specified in the Commission's order of September 8, 1915, above entitled proceeding dated September 8, 1915, for the construction of the spur track therein mentioned, is objectionable, on account of the limited space available, and complainant and respondent have advised the Commission that a satisfactory location for such spur track may be secured on the north side of respondent's railroad line or near the intersection thereof by the Andy Horton Road referred to in said order,

It is ORDERED, That the Commission's order of September 8, 1915, in the above proceeding, be and the same hereby is, modified to the extent that said spur track be located on the north side of the railroad line at the point where said railroad line is intersected by the Andy Horton Road, being a point about one and one-half miles west of Penewawa Station.

No. 1941.

Investigation re fatal wreck July 3, 1915, near Rainier, at cross of Northern Pacific Railway Company and Chicago, Milwaukee & Paul Railway Company.

Wreck investigated, testimony taken.

No. 1945.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF PUGET SOUND NAVIGATION COMPANY, *Complainant*, v. KINGSTON TRANSPORTATION COMPANY, *Defendant*.

Complaint filed July 26, 1915, re passenger rates between Seattle and Port Ludlow. Hearing set for Seattle September 22, 1915. Appearance, and order of dismissal therefor entered November 12, 1915.

No. 1949.

Investigation of death of Harry Mose on Northern Pacific Railway near Winlock, July 16, 1915.

Hearing had July 31, 1915, at Tacoma and findings filed August 1915.

No. 1950.

Investigation of the death of Tom Carlos, at Garfield Bridge, Seattle, July 27, 1915.

Testimony filed September 7, 1915.

No. 1951.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF ATLAS LUMBER COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Defendant*.

Complaint filed August 9, 1915, re overcharge on fuel oil for Hoquiam, McMurray. Commission having been advised by complainant that matter had been satisfactorily adjusted, order of dismissal was entered November 13, 1915.

No. 1955.

In the matter of the adoption, promulgation and issuance of rule requiring common carriers of passengers operating, managing and controlling railroads in the State of Washington to publish and of change of train schedules or discontinuance of trains.

No. 1958.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATIONSHIP OF CITY FUEL COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Defendant*.

Complaint filed August 20, 1915, re failure to spot cars at "man's spur," Seattle. Commission notified that cause has been unjustified.

No. 1968.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATIONSHIP OF EAST CREEK COAL COMPANY, *Complainant*, v. TACOMA EAST RAILROAD COMPANY, *Defendant*.

Complaint filed September 10, 1915, re abandonment of train service. October 2, 1915, letter received from complainant authorizing dismissal. Order of dismissal October 4, 1915.

No. 1972.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATIONSHIP OF TAYLOR & KEMP, PROPRIETORS OF PROSSER FLOURING MILLS, *Complainants*, v. NORTHERN PACIFIC RAILWAY COMPANY, OREGON-NORTHWESTERN RAILROAD & NAVIGATION COMPANY AND CAMAS PRAIRIE RAILROAD COMPANY, *Defendants*.

Complaint filed September 13, 1915, re milling in transit of wheat via Prosser. Hearing held October 29, 1915, at Prosser. Pending.

No. 1977.

Investigation of fatal accident on Chicago, Milwaukee & St. Paul Railway near Barneston, August 20, 1915.

Report of inspector of tracks filed September 9, 1915.

No. 1980.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATIONSHIP OF TRANSPORTATION BUREAU OF THE NEW SEATTLE CHAMBER OF COMMERCE, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, GREAT NORTHERN RAILWAY COMPANY, SPOKANE, & INLAND EMPIRE RAILROAD COMPANY, IDAHO & WASHINGTON NORTHERN RAILROAD COMPANY, OREGON-NORTHWESTERN RAILROAD & NAVIGATION COMPANY, SPOKANE INTERNATIONAL RAILROAD COMPANY, AND CAMAS PRAIRIE RAILROAD COMPANY, *Defendants*.

Complaint filed September 25, 1915, re rates on salt between Seattle, Tacoma and Everett and interior points. Orders issued September 30, October 4 and October 22, 1915, suspending proposed rates. Pending.

No. 1997.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
EVERETT COMMERCIAL CLUB, *Complainant*, v. GREAT NORTHERN
WAY COMPANY, *Defendant*.

Complaint filed November 26, 1915, *re* freight rate on canned goods
from Monroe, East Stanwood, Mt. Vernon, Kent and Auburn to Everett.
Pending.

No. 1998.

In re false billing of freight shipments by the Eclipse Mill
Company and Dent Lumber Company.

October 25, 1915, resolution adopted requesting attorney general
to institute proceedings to collect penalty. Pending.

No. 1999.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
G. L. DUVALL, OSCAR ANDERSON, JEFF STEWART, A. D. ROSS AND
E. UNGER, *Complainants*, v. PACIFIC TELEPHONE & TELEGRAPH
COMPANY, *Defendants*.

Complaint filed November 13, 1915, *re* installation telephone
Bellingham. Pending.

ORDERS WAIVING STATUTORY NOTICE.

The following orders were entered by the Commission, on petition
of the utilities, permitting new tariffs to become effective immediately
instead of effective after thirty days' notice:

No. 1368.

Northern Pacific Railway Company. Permitting application for
direct rates from points on the North Yakima & Valley Railway
to count Northern Pacific Railway having acquired said property.

No. 1399.

Camas Prairie Railroad Company. Rate on ice and salt, account
error in tariff.

No. 1400.

Northern Pacific Railway Company. Rate on coal, Grand Rapids
Issaquah and Snoqualmie to Bellingham.

No. 2301.

Northern Pacific Railway Company. Reduction in switching on natural implements and vehicles, from Oregon-Washington Railroad Navigation track connection to corner Lincoln Street and Railroad Avenue, Spokane.

No. 2302.

Northern Pacific Railway Company. Reduction on potatoes between Grandview and Walla Walla.

No. 2303.

Northern Pacific Railway Company. Changed rate on apples, from Toppenish to Toppenish.

No. 2305.

Northern Pacific Railway Company. Reduction in class rate between Centralia and Chehalis, and Washtucna, Wash.

No. 2307.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on logs, Gregory to Kapowsin.

No. 2308.

Northern Pacific Railway Company. Reduction in rate on arsenic, from Seattle to Tacoma.

No. 2309.

Chicago, Milwaukee & St. Paul Railway Company. Switching on certain industry tracks, Seattle, on carload business originating from competitive points, consigned to Grant-Smith & Company.

No. 2311.

Chicago, Milwaukee & St. Paul Railway Company. Certain less carload rates between Seattle and points on the Port Angeles and Lake Crescent Railway.

No. 2312.

Chicago, Milwaukee & St. Paul Railway Company. Reinstate rate on arsenic, Everett to Seattle and Tacoma.

No. 2313.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on logs from Dryad and Mays to Kapowsin, Wash.

No. 2314.

Great Northern Railway Company. Reduction in rate on crude oil, carloads, Everett to Seattle and Tacoma, Wash.

No. 2315.

Northern Pacific Railway Company. Reduction in rate on lumber from Sixth Avenue to Tacoma, Wash.

No. 2316.

Northern Pacific Railway Company. Reduction in rate on saw pipe from Spear to Attalla, Wash.

No. 2317.

Chicago, Milwaukee & St. Paul Railway Company. Reduction rate on sawmill machinery from Seattle to Ranger, Wash.

No. 2320.

Great Northern Railway Company. Through rates on forest products between Coast and Spokane districts and stations on line north Wenatchee, Wash., Olds to Oroville, Wash.

No. 2322.

Great Northern Railway Company. Reduction in rate on saw log carloads, from Index to Everett, Wash.

No. 2324.

Northern Pacific Railway Company. Reduction in rate on lumber carloads, between Raymond and South Bend, Wash.

No. 2326.

Northern Pacific Railway Company. Reduction in rate on floor and mill feed from Ritzville to Seattle, Wash.

No. 2328.

Northern Pacific Railway Company. Reduction in switching rate on lumber from Oregon-Washington Railroad & Navigation Company connection to White Pine Sash Company's plant, Spokane, Wash.

No. 2331.

Chicago, Milwaukee & St. Paul Railway Company. Reduction rate on lime from Limestone to Camas, Wash.

No. 2332.

Great Northern Railway Company. Reduction in rate on sand and gravel from Fort Wright to Spokane, Wash.

No. 2333.

Great Northern Railway Company. Reduction in rate on cement from Concrete to Seattle, Wash.

No. 2334.

Chicago, Milwaukee & St. Paul Railway Company. Reduction rate on apples from Neppel to Seattle and Tacoma, Wash.

No. 2336.

Seattle, Port Angeles & Western Railway Company. Reduction rate on logs from Erickson Spur to Bayside, Wash.

No. 2340.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rates on waste paper, carloads, from Bellingham, Seattle and Tacoma to Sumner, Wash.

No. 2341.

Great Northern Railway Company. Reduction in rate on logs also minimum, from Index to Everett, Wash.

No. 2342.

Idaho & Washington Northern Railroad Company. Reduction in rate on logs from Blueslide to Ione, Wash.

No. 2343.

Northern Pacific Railway Company. Reduction in rate on ice from Parkwater to Spokane, Wash.

No. 2344.

Northern Pacific Railway Company. Reduction in rate on rails from Ostrander to Kerriston, Wash.

No. 2345.

Idaho & Washington Northern Railway Company. Reduction in rate on logs from Metaline Falls to Ione, Wash.

No. 2346.

Northern Pacific Railway Company. Reduction in rate on lumber, sawing blocks, poles, etc., Parkwater to Spokane, Wash.

No. 2348.

Columbia & Puget Sound Railway Company. Reduction in switching rate on waste mine rock from Coal Creek to dumping tracks in Coal Creek Yard; and between Coal Creek and Newcastle, Wash.

No. 2349.

Northern Pacific Railway Company. Reduction in switching rate on furniture from Great Northern Railway Company's track connection to corner of Adams and Railroad Avenues, Spokane, Wash.

No. 2350.

Great Northern Railway Company. Reduction in rate on waste paper from Seattle, Tacoma, Everett and Bellingham to Sumner, Wash.

No. 2351.

Northern Pacific Railway Company. Reduction in rate on saw logs from Veasie to Puyallup, Wash.

No. 2352.

Northern Pacific Railway Company. Reduction in rate on saw logs from McDougal to Selleck, Wash.

Cases Affecting Railway Companies

No. 2353.

ittle, Port Angeles & Western Railway Company. Reduction in rates on logs, carloads, Baywood, Bayside to Colville, Ramapo, Hilda and Earles, Wash.

No. 2358.

rthern Pacific Railway Company. Reduction in rates on logs, carloads, between Spokane and Grandview and Sunnyside, Wash.

No. 2359.

rthern Pacific Railway Company. New switching rate on logs, carloads, Leek Spur, Wash.

No. 2361.

rthern Pacific Railway Company. Reduction in rate on logs, carloads, between Spear and Spokane to Walla Walla and Wallula, Wash.

No. 2362.

gon-Washington Railroad & Navigation Company. Reduction in rates on logs, carloads, Groves to Aberdeen, Wash.

No. 2363.

ittle, Port Angeles & Western Railway Company. Rates on logs, carloads, etc., between all stations on said railroad.

No. 2364.

cago, Milwaukee & St. Paul Railway Company. Rate on logs, carloads, tank cars from Seattle to Majestic and Earles, Wash.

No. 2365.

cago, Milwaukee & St. Paul Railway Company. Reduction in rates on fuel oil in tank cars from Tacoma to Sumner, Wash.

No. 2366.

cago, Milwaukee & St. Paul Railway Company. Reduction in rates on tin plate, carloads, Seattle to Kent, Wash.

No. 2367.

at Northern Railway Company. Reduction in rate on tin plate, carloads, Seattle to Kent, Wash.

No. 2368.

at Northern Railway Company. Reduction in rate on fuel oil in tank cars, Tacoma to Sumner, Wash.

No. 2369.

gon-Washington Railroad & Navigation Company. Reduction in rates on tin plate, carloads, Seattle to Kent, Wash.

No. 2370.

on-Washington Railroad & Navigation Company. Reduction in petroleum fuel oil, Tacoma to Sumner, Wash.

No. 2371.

thern Pacific Railway Company. Reduction in rates on hay w from Rosalia, Farmington, Oakesdale, Garfield and Palouse ne, Wash.

No. 2373.

thern Pacific Railway Company. Reduction in rate on tin plate, Seattle to Kent, Wash.

No. 2374.

thern Pacific Railway Company. Reduction in rate on logging Clear Lake to Renton, Wash.

No. 2375.

thern Pacific Railway Company. Reduction in rate on saw logs (hardwood) Akers to Vancouver, Wash.

No. 2376.

thern Pacific Railway Company. Rate on saw logs (except d), carloads and trainloads, Middleton to South Aberdeen, Wash.

No. 2379.

thern Pacific Railway Company. Reduction in rate on logging (including rails), carloads, Wrenwood to Everett, Wash.

No. 2382.

thern Pacific Railway Company. Milling-in-transit rate, Cheney,

No. 2383.

thern Pacific Railway Company. Rate on saw logs (except d) in train loads of ten or more cars, Loggie to Bellingham,

No. 2384.

thern Pacific Railway Company. Reduction in rate on brick Spokane to Walla Walla and Attalia, Wash.

No. 2385.

llingham & Northern Railway Company. Reduction in rate on from Bellingham to Cornwall, Wash.

No. 2386.

thern Pacific Railway Company. Reduction in rate on sand gravel from Spokane to Pullman, Wash.

No. 2387.

Great Northern Railway Company. Switching rates between Great Northern Dock or Port Commission Dock and industries on tracks of Great Northern Railway; also point of connection with transfer tracks of connecting lines when from or to industries located on such connecting lines.

No. 2390.

Northern Pacific Railway Company. Rate on sheep in trainloads, Prosser to Spokane, Wash.

No. 2391.

Great Northern Railway Company. Switching rate on logs, in lots of fifteen cars or more, from connection with Rucker Bros.' logging road to connection with Northern Pacific Railway at Kruse's Spur (Snohomish County), Wash.

No. 2392.

Chicago, Milwaukee & St. Paul Railway Company. Rate on brick, common, paving, pressed and vitrified, between Seattle and Tacoma, Wash.

No. 2393.

Great Northern Railway Company. Reduction in rates on brick and terra cotta from Clayton to Walla Walla, Wash.

No. 2394.

Great Northern Railway Company. Reduction in rate on sand and gravel from Fort Wright to Spokane, Wash.

No. 2395.

Great Northern Railway Company. Switching rate on lumber from Oregon-Washington Railroad & Navigation connection to Washington Mill Company, Spokane, Wash.

No. 2396.

Northern Pacific Railway Company. Rate on sheep, trainloads, Kiona to Spokane, Wash.

No. 2398.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rates on berry crates, carloads, from North Puyallup to Bellingham, Everson, Lynden and Sumas, Wash.

No. 2399.

Northern Pacific Railway Company. Reduction in rates on berry crates, carloads, from Puyallup to Everett, Bellingham, Nooksack and Sumas, Wash.

No. 2402.

Great Northern Railway Company. Reduction in rates on berry crates Puyallup to Bellingham, Wash.

No. 2403.

at Northern Railway Company. Reduction in rate on ore, car-
from Danville to Tacoma, Wash.

No. 2404.

thern Pacific Railway Company. Reduction in rate on sand
vel from Irvin to Spokane, Wash.

No. 2405.

ago, Milwaukee & St. Paul Railway Company. Amendment
g for absorption of Northern Pacific switching charges at Se-
Tacoma on traffic originating at "Regal."

No. 2406.

thern Pacific Railway Company. Reduction in rate on lumber
uchias to Everett, Wash.

No. 2410.

ago, Milwaukee & St. Paul Railway Company. Reduction in
stone, carloads, from Alder to South Aberdeen, Wash.

No. 2411.

thern Pacific Railway Company. Reduction in rate on live-
om Grandview to Prosser, Wash.

No. 2412.

thern Pacific Railway Company. Reduction in rate on sheep,
ds, fifteen or more cars, between Kennewick and Pateros, Wash.,
ian, Wash.

No. 2417.

thern Pacific Railway Company. Reduction in switching rate
owell Sanders Warehouse to Grote-Rankin Warehouse, on car-
ight, Spokane, Wash.

No. 2419.

gon-Washington Railroad & Navigation Company. Reduction in
meats, lard and tallow between Seattle and Tacoma, Wash.

No. 2420.

ago, Milwaukee & St. Paul Railway Company. Reduction in
pling from Lindberg to Tacoma, Wash.

No. 2423.

ago, Milwaukee & St. Paul Railway Company. Reduction in
logs from Cedar Falls to Everett, Wash.

No. 2424.

ago, Milwaukee & St. Paul Railway Company. Reduction in
shale from Sand Creek Spur to Metairie Falls, Wash.

No. 2427.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on stone, carloads, from Seattle to South Aberdeen, Wash.

No. 2429.

Great Northern Railway Company. Reduction in rates on coal and coal briquettes from Briquetteville and Renton to Spokane, Thornton, Colfax and Garfield, Wash.

No. 2430.

Northern Pacific Railway Company. Reduction in rate on wood from Hobart to Kent, Wash.

No. 2434.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on logs, from Morgan to Helsing Junction, Wash.

No. 2436.

Camas Prairie Railroad Company. Reduction in rate on fresh fruit from specified points on said road to Wawawai and Bishop, Wash.

No. 2437.

Seattle, Port Angeles & Western Railroad Company. Reduction in rate on logging road crossties from Bayside to Earles, Wash.

No. 2438.

Chicago, Milwaukee & St. Paul Railway Company. Publication certain short line distance table.

No. 2439.

Oregon-Washington Railroad & Navigation Company. Reduction in rate on stone from Tenino to South Aberdeen, Wash.

No. 2440.

Northern Pacific Railway Company. Reduction in rate on logs from Loggie to Bellingham, Wash., in trainloads, twenty cars or more.

No. 2441.

Northern Pacific Railway Company. Reduction in rate on powder from Dupont to Snohomish, Wash.

No. 2442.

Northern Pacific Railway Company. Reduction in rate on cherries in brine from Kennewick, Grandview, Dalton and North Yakima to Puyallup and Sumner, Wash.

No. 2443.

Great Northern Railway Company. Reduction in rate on sand and gravel from Fort Wright to Spokane, Wash.

No. 2444.

Northern Pacific Railway Company. Reduction in rate on water-melons from Simcoe Branch points to Seattle and Tacoma, Wash.

No. 2445.

Northern Pacific Railway Company. Reduction in rate on cheese, carloads, from Kalama to Tacoma, Wash.

No. 2446.

Great Northern Railway Company. Reduction in switching rate Kruse's Spur (Snohomish County) to connection with Northern Pacific Railway tracks.

No. 2447.

Great Northern Railway Company. Reduction in rate on cheese, carloads, Kalama to Tacoma, Wash.

No. 2448.

Northern Pacific Railway Company. Reduction in distance rates on hardwood lumber, as shown in Supplement 29-C, Section 3 to Tariff 2010-A.

No. 2452.

Seattle, Port Angeles & Western Railway Company. Reduction in rates on lumber from Bayside to Earles and Ramapo, Wash.; and on milk and cream to Port Angeles from all stations.

No. 2453.

Port Townsend & Puget Sound Railway Company. Reduction in local passenger fares to certain stations.

No. 2454.

Northern Pacific Railway Company. Reduction in through rate on vegetables taking Class C in Western Classification, Blalock to Spokane, Wash.

No. 2458.

Northern Pacific Railway Company, Chicago, Milwaukee & St. Paul Railway Company, Oregon-Washington Railroad & Navigation Company, and Great Northern Railway Company. Reduction in rate on structural iron from Puget Sound points to Spokane, Wash.

No. 2459.

Oregon-Washington Railroad & Navigation Company. Reduction in rates on fresh fruits, carloads for precooling, from Grandview, etc., to Zillah, Wash.

No. 2460.

Oregon-Washington Railroad & Navigation Company. Reduction in refrigeration charge, fresh fruit, carloads, to and from consolidating points in State of Washington.

No. 2461.

Northern Pacific Railway Company. Reduction in rate on donkey engines from Pe Ell to McCormick, Wash.

No. 2462.

Great Northern Railway Company. Reduction in rate on magnesium sulphate from Oroville to Seattle, Wash.

No. 2463.

Northern Pacific Railway Company. To restore switching rates on shipments destined beyond Seattle to basis of original tariff, account typographical error.

No. 2464.

Northern Pacific Railway Company. Reduction in switching rate on coal from mines to ovens, Wilkeson Coal & Coke Company, Wilkeson, Wash.

No. 2465.

Great Northern Railway Company. Reduction in rate on fertilizer, etc., between Seattle, Tacoma, Everett, Centralia and Spokane, Garfield, Colfax and Palouse, Wash.

No. 2466.

Spokane & Inland Empire Railroad Company. Reduction in rates on lumber from Spokane to Spear and Dishman, Wash.

No. 2467.

Great Northern Railway Company. Reduction in through rates on forest products even grade over Oroville, Wash.

No. 2468.

Northern Pacific Railway Company. Reduction in rate on logs from Covington to Deringer, Wash.

No. 2469.

Oregon-Washington Railroad & Navigation Company. Reduction in switching rate on lumber at Spokane, Wash.

No. 2471.

Northern Pacific Railway Company. Reduction in rate on sand and gravel from Mack to Elma, Wash.

No. 2472.

Northern Pacific Railway Company. Reduction in rate on apples from Sumner and Puyallup to North Yakima, Wash.

No. 2473.

Northern Pacific Railway Company. Reduction in rate on wood fibre from Tacoma to Seattle, Wash.

No. 2474.

Northern Pacific Railway Company. Reduction in rate on sash, restoring same to fourth class.

No. 2475.

Columbia & Puget Sound Railroad Company. Reduction in rate on water, carloads, Renton to Coal Creek, Wash.

No. 2477.

Great Northern Railway Company. Reduction in rate on wood fibre, carloads, Tacoma to Seattle, Wash.

No. 2478.

Northern Pacific Railway Company. Reduction in rate on sawmill machinery from Covington to Seattle, Wash.

No. 2480.

Northern Pacific Railway Company. Reduction in rate on hollow building tile, Seattle and Tacoma to Walla Walla, Wash.

No. 2481.

Oregon-Washington Railroad & Navigation Company. Reduction in rate on hollow building tile from Seattle and Tacoma to Walla Walla, Wash.

No. 2483.

Northern Pacific Railway Company. Reduction in rate on sand and gravel from Forest to Green Creek, Wash.

No. 2485.

Yakima Valley Transportation Company. Reduction in rate on hay, carloads, between North Yakima and Harwood, Wiley City and Taylor, Wash.

No. 2486.

Northern Pacific Railway Company. Reduction in rate on fruit and vegetables from Harrah to certain consolidation points this state.

No. 2487.

Great Northern Railway Company. Reduction in rate on fish, dried or salted, from Bellingham to Spokane, etc.

No. 2493.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on fish, dried or salted, from Bellingham to Spokane, Wash.

No. 2494.

Northern Pacific Railway Company. Reduction in rate on smoked fish from Bellingham and Everett to interior points, in this state.

No. 2495.

Northern Pacific Railway Company. Change in diversion and re-consignment practice.

No. 2496.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in log rate between Tacoma Eastern Railroad stations, Bismarck and south.

No. 2497.

Great Northern Railway Company. Reinstatement of dunnage weight in connection with powder and high explosives.

No. 2498.

Spokane, Portland & Seattle Railway Company. Reduction in rate on cantaloupes from Longview to Kennewick, Wash.

No. 2499.

Tacoma Eastern Railroad Company. Reduction in rate on gravel, carloads, from Eatonville to Morton, Wash.

No. 2500.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on paving brick, carloads, from Renton to Bellingham, Wash.

No. 2501.

Northern Pacific Railway Company. Establishing refrigeration and precooling charge on consolidation of fruit and vegetables, between stations, Ellensburg to North Yakima.

No. 2502.

Northern Pacific Railway Company. Reduction in rate on rails from Bryant to Pilchuck.

No. 2503.

Tacoma Eastern Railroad Company. Reduction in rate on building tile, Clay City to Tacoma.

No. 2505.

Washington Western Railway Company. Reduction in rate on coal from Machias to Woodruff.

No. 2506.

Great Northern Railway Company. Reduction in rate on logs, Napavine to Chehalis.

No. 2507.

Great Northern Railway Company. Applying long ton rate on coal from Briquetteville and Renton to various stations on said line; to correct error in old tariff.

No. 2508.

Northern Pacific Railway Company. Reduction in rate on sewer pipe from Spear to Cheney.

No. 2509.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rates on livestock, stations Marengo to Squaw Canyon, inclusive, and Spokane.

No. 2510.

Spokane, Portland & Seattle Railway Company. Reduction in rate on iron and steel rails, Pasco and Vancouver to Klickitat.

No. 2511.

Chicago, Milwaukee & St. Paul Railway Company. Joint one-way fares between points on the Chicago, Milwaukee & St. Paul Railway and new stations on Puget Sound & Wallapa Harbor Railway.

No. 2512.

Northern Pacific Railway Company. Reduction in rate on coal from Wilkeson group of mines to Machias.

No. 2513.

Tacoma Eastern Railroad Company. Reduction in rate on logs, restoring old rate.

No. 2514.

Northern Pacific Railway Company. Reduction in rate on brick, Palouse to Garfield.

No. 2515.

Northern Pacific Railway Company. Reduction in rate on sheep, Pateros to Kennewick.

No. 2516.

Great Northern Railway Company. Reduction in rate on fruit and vegetables, Patterson and Whitcom to Everett, Snohomish, Bellingham, Sedro Woolley and Seattle.

No. 2517.

Puget Sound & Willapa Harbor Railway Company. Reduction in rate on logs (except hardwood), carload, from P. & E. junction to Willapa.

No. 2519.

Great Northern Railway Company. Reduction in rate on barrels and drums, empty, by change of classification.

No. 2520.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on lumber from Bayside to Seattle and from Seattle to Tacoma.

No. 2521.

Northern Pacific Railway Company. Reduction in rate on sand and gravel from Centralia to Grand Mound.

No. 2522.

Northern Pacific Railway Company. Grazing in transit rates for sheep, joint, from Portland, Ore., Vancouver, Tacoma, Seattle and Everett to points on the Spokane, Portland & Seattle Railway.

No. 2523.

Northern Pacific Railway Company. Reduction in rate on logs, Yacolt to Vancouver.

No. 2524.

Northern Pacific Railway Company. Reduction in rate on logs from Middleton to Stearnsville.

No. 2525.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on clay building blocks from Clay City to Norlum.

No. 2526.

Great Northern Railway Company. Weighing charge in connection with switching rate, coke, from Fremont to Great Northern Dock, Seattle.

No. 2529.

Chicago, Milwaukee & St. Paul Railway Company. Provision for diversion and reconsignment of lumber from Coast to Washington and Idaho points, uniform with practice of other roads. Correcting error in tariff.

No. 2530.

Great Northern Railway Company. Reduction in rate on logs from spur one mile west of Sedro Woolley to Sedro Woolley.

No. 2533.

Northern Pacific Railway Company. Publication of rate on storage of potatoes in transit at North Yakima.

No. 2534.

Northern Pacific Railway Company. Reduction in rate on coal from Pocahontas to Fairfax.

No. 2535.

Tacoma Eastern Railroad Company. Reduction in rate on fire brick from Clay City to Tacoma.

No. 2536.

Oregon-Washington Railroad & Navigation Company. Reduction in rate on logs between Saginaw and Montesano.

No. 2538.

Northern Pacific Railway Company. Reduction in rate on arsenic from Everett to Tacoma.

No. 2539.

Great Northern Railway Company. Reduction in rate on arsenic from Everett to Tacoma and Seattle.

No. 2540.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on arsenic from Everett to Seattle and Tacoma.

No. 2541.

Great Northern Railway Company. Amendment No. 4 to Sleeping Car Tariff No. 24 to the effect that additional number of rail tickets required for exclusive occupancy of compartments and drawing rooms in sleeping cars does not apply locally in the State of Washington.

No. 2543.

Northern Pacific Railway Company. Reduction in rate on cement from Spokane to Medical Lake, Wash.

No. 2544.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on logs from Trude to Selleck, Wash.

No. 2545.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on box shooks, carloads, Raymond to Mount Vernon, Wash.

No. 2546.

Great Northern Railway Company. Reduction in rate on logs from Skagit River Logging Company (one mile east of Hamilton) to Sedro Woolley.

No. 2547.

Great Northern Railway Company. Extension of Spokane switching rate time limit.

No. 2548.

Northern Pacific Railway Company. Reduction in rate on scrap plaster moulds, from Dennys to Seattle, Wash.

No. 2550.

Great Northern Railway Company. Reduction in rate on paper from Millwood to Bellingham, Wash.

No. 2551.

Northern Pacific Railway Company. Reduction in rate on saw logs from Hazel and Wickersham to McMurray, Wash.

No. 2552.

Oregon-Washington Railroad & Navigation Company. Reduction in rate on logs from Centralia to Aberdeen and Hoquiam, Wash.

No. 2556.

Northern Pacific Railway Company. Reduction in rate on saw logs, Tenino to Centralia, Wash.

No. 2557.

Northern Pacific Railway Company. Reduction in rate on saw logs from Wickersham to Bellingham, Wash.

No. 2558.

Oregon-Washington Railroad & Navigation Company. Reduction in rate on logs from Tenino to Centralia, Wash.

No. 2559.

Yakima Valley Transportation Company. Rates for consolidation of shipments at new stations; also same rates to apply to exhibits for other fairs as applies to Washington State Fair.

No. 2560.

Bellingham & Northern Railway Company. Reduction in rate on hydrated lime, carloads, from Limestone to Sumas, Wash., when destined to points on the Great Northern Railway and the Northern Pacific Railway, State of Washington.

No. 2561.

Puget Sound Electric Railway. Reduction in certain suburban passenger fares on Renton suburban trains.

No. 2562.

Chicago, Milwaukee & St. Paul Railway Company. Rate on emergency movement on the Seattle, Port Angeles & Western Railway to hospital at Port Angeles.

No. 2563.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on logs between Wilson Spur and Helsing Junction, Wash.

REFUNDS.

Orders permitting refunds were issued as follows:

No. 1441.

Oregon-Washington Railroad & Navigation Company. Order permitting refund on two carloads of wheat, from Interior to Bellingham, Wash.

No. 1442.

Chicago, Milwaukee & St. Paul Railway Company. Order denying refund on 134 cars of logs to basis of 6,500 feet, moving between May 28 and July 12, 1914.

No. 1443.

Spokane, Portland & Seattle Railway Company. Order permitting refund on fifteen carloads fir lumber moving from Doty to Spokane, Wash., between April 20 and July 25, 1914.

No. 1444.

Northern Pacific Railway Company. Order permitting refund on two cars of hay, from Bow to Carnation, Wash., October 3, 1914.

No. 1445.

Chicago, Milwaukee & St. Paul Railway Company. Order waiving the long and short haul provisions of the statute as applying between Seattle and Tacoma.

No. 1446.

Chicago, Milwaukee & St. Paul Railway Company. Order waiving long and short haul clause of the statute as it relates to distances between Centralia and Chehalis, and various stations named in said order.

No. 1447.

Chicago, Milwaukee & St. Paul Railway Company. Order waiving long and short haul clause of the statute in so far as it applies to class rates between Centralia and Chehalis (stations on the new line, Puget Sound & Willapa Harbor Railway) and Everett, and certain other stations set out.

No. 1448.

Chicago, Milwaukee & St. Paul Railway Company. Order waiving long and short haul clause of statute as regards class rates between Everett and Joy Siding, Mays, Dryad and Doty, Wash.

No. 1449.

Oregon-Washington Railroad & Navigation Company. Permission to write off their books icing charge of \$7.50 on carload of fruit, North Yakima to Spokane.

No. 1450.

Chicago, Milwaukee & St. Paul Railway Company. Order waving long and short haul clause of statute in publication of short line distance rates between Mays, Dryad and Doty, Wash., and stations located on the line of Chicago, Milwaukee & St. Paul Railway, and Bellingham & Northern Railway.

No. 1451.

Great Northern Railway Company. Order authorizing protection of certain rates between certain specified dates, due to typographical error in tariff.

No. 1452.

Oregon-Washington Railroad & Navigation Company. Order authorizing refund of excess charges on certain carload of barley moving from Whetstone to Prosser, Wash.

No. 1453.

Yakima Valley Transportation Company. Order authorizing refund of excessive charge on certain carload of oil moving from Congdon to Orchard, Wash. No tariff published at time of movement to cover.

No. 1454.

Northern Pacific Railway Company. Order authorizing protection of Tacoma rate on certain shipment of hay from Naches to South Tacoma, Wash.

No. 1455.

Northern Pacific Railway Company. Order authorizing refund of excessive charge on certain shipment of hay, Naches to Lakeview, Wash.

No. 1456.

Spokane, Portland & Seattle Railway Company. Order authorizing protection of actual weight on five carloads of lumber moving from Wahkiakus to Goldendale between certain dates on account of operating department declining to permit the loading of cars to a height sufficient to make up the minimum weight of 60,000 pounds.

No. 1457.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing protection of rate on logs moving between Loveland and Kapowsin, Wash., moving in January and February, 1914, on the basis of rates provided for a distance of fifteen miles.

No. 1458.

Columbia & Puget Sound Railroad Company. Order authorizing refund of excess charges on nine cars of sewer pipe moving from Taylor to Sunnyside and Prosser on certain specified dates.

No. 1459.

Great Northern Railway Company. Order authorizing protection of a rate of fifty-nine cents per hundred pounds on grain bags moving Seattle to Rosalia, Wash., between July 17 and 24, 1914.

No. 1460.

Northern Pacific Railway Company. Order authorizing protection of actual weight on shipment of certain carload of posts, Weston to Parker, Wash., on account of car loaded to full visible capacity, and failure of shipper to certify on bill of lading.

No. 1461.

Northern Pacific Railway Company. Order authorizing protection of Aberdeen to Olympia rate on four carloads of machinery moving South Aberdeen to Olympia, Wash., account of no facilities for handling at Aberdeen from scow to rail.

No. 1462.

Northern Pacific Railway Company. Order authorizing refund of excessive charge on a certain carload of livestock exhibited at Puyallup and returned to Montesano via Elma, Wash.

No. 1463.

Great Northern Railway Company. Authorizing refund of excessive charge on eight certain cars of petroleum oil and gasoline moving from Richmond Beach to Spokane, Wash.

No. 1464.

Seattle, Port Angeles & Lake Crescent Railway Company. Authority to make refund of excessive charges on certain shipment of carload of coal, Bayside to Hilda, Wash.

No. 1465.

Northern Pacific Railway Company. Order authorizing refund to the basis of the combination of the Northern Pacific Railway Company and Great Northern Railway Company rates on certain shipment of car wheels from South Tacoma to Sedro Woolley, Wash.

No. 1466.

Oregon-Washington Railroad & Navigation Company. Authorizing protection of minimum on five carloads sand and gravel, moving from Elliott to Auburn, Wash., between certain specified dates.

No. 1467.

Northern Pacific Railway Company. Order granting authority to disregard the long and short haul clause of the statute on a certain movement of livestock, Grandview to Pasco, Wash.

No. 1468.

Columbia & Puget Sound Railway Company. Authorizing refund of \$76.30 account of error in routing shipment of sewer pipe Taylor to Raymond, Wash., moving August, September and October, 1914.

No. 1469.

Northern Pacific Railway Company. Order authorizing refund of overcharge on a certain shipment of sewer pipe moving from Taylor to South Bend, Wash.

No. 1470.

Oregon-Washington Railroad & Navigation Company. Authorizing refund of demurrage charges on a certain shipment of carload of logs, moving from Tono to Groves, Wash.

No. 1471.

Puget Sound Electric Railway Company. Order authorizing suspension of long and short haul clause of statute *re* certain week-end passenger fares between Seattle and Tacoma, Wash.

No. 1472.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing protection of twenty-cent rate on shale moving from Sand Creek Spur to Metalline Falls, Wash., account of misapprehension of tariff.

No. 1473.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing refund on certain shipment of piling, moving from Lindberg to Mineral, Wash.

No. 1474.

Great Northern Railway Company. Order authorizing refund on three certain cars of cement moving from Irvin to Springdale, Wash.

No. 1475.

Great Northern Railway Company. Order authorizing protection of "Class D" rate on two carloads of salt, moving from Spokane to Colville, and from Spokane to Laurier, Wash., moving certain specified dates.

No. 1476.

Yakima Valley & Transportation Company. Order authorizing refund to basis of \$10.00 per car on twenty-seven carloads of sand and gravel moving from Fruitvale to Fairview and Walker, Wash., between certain specified dates. Account no tariff provision covering.

No. 1477.

Northern Pacific Railway Company. Order authorizing protection of two-cent rate on donkey engines, carload lots, moving between Pe Ell and McCormick, Wash., between certain specified dates.

No. 1478.

Northern Pacific Railway Company. Order authorizing refund to basis of 1.8 cents per one hundred pounds on shipments of hard wood logs for distances not over twenty miles, between certain specified dates. Account no tariff rate covering.

No. 1479.

Northern Pacific Railway Company. Order authorizing protection of actual weight on certain shipment of fence posts from Puyallup River to Wapato, Wash., moving May 12, 1915.

No. 1480.

Oregon-Washington Railroad & Navigation Company. Order authorizing protection of three cent rate on certain movement of barley sprouts, Tacoma to Sumner, between certain specified dates. Commodity inadvertently omitted in tariff.

No. 1481.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing refund on certain shipment of lumber, carloads, moving from Everett to Renton, between certain specified dates.

No. 1482.

Chicago, Milwaukee & St. Paul Railway Company. Order granting authority to disregard the long and short haul clause of the statute in connection with the Puget Sound & Willapa Harbor Railway Company.

No. 1483.

Northern Pacific Railway Company. Order authorizing the Columbia & Puget Sound Railway Company to refund to the Northern Pacific Railway Company certain sums collected as penalty for weight in excess of 110 per cent of marked capacity of certain cars moving between Jan. 1 and June 1, 1910.

No. 1484.

Northern Pacific Railway Company. Order authorizing refund on shipment of sand and gravel, carloads, from Forest to Green Creek, Wash., moving Aug. 18, 1915.

No. 1485.

Great Northern Railway Company. Order authorizing refund on sand and gravel, carloads, Fort Wright to Spokane, moving between certain specified dates.

No. 1486.

Northern Pacific Railway Company. Order authorizing refund on cordwood moving between Rainier and Tacoma, between certain specified dates.

No. 1487.

Northern Pacific Railway Company. Order authorizing refund to basis of fifty cents per ton on asphalt as a wharfage loading and handling charge at Tacoma, Wash., on certain shipment moving June 20, 1915.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING ELECTRIC
RAILWAY COMPANIES.**

No. 18.

**RAILWAY COMMISSION OF WASHINGTON, *Complainant*, v. PUGET SOUND
ELECTRIC RAILWAY, *Defendant*.**

Complaint was filed by the Commission in August, 1908, with respect to the station facilities of the company at Sproule and Bluff. Following a hearing, the matter of an order affecting Bluff Station was continued indefinitely on September 21, 1908.

On November 24, 1914, complaint was made by patrons of the company, and hearing was had December 4, 1914, at Tacoma, at which time the company offered to make such changes in the location and approaches to Bluff Station as were satisfactory to the patrons.

No. 744.

**PUBLIC SERVICE COMMISSION OF THE STATE OF WASHINGTON ON RELATION
OF D. LUNKLEY, ANDREW SIMONS, AND F. H. MCCLELLAN, *Complainants*, v. TACOMA RAILWAY & POWER COMPANY, *Defendant*.**

The complaint filed with the Commission in this case charged the rates from Spanaway (Lake Park), to the city limits of the city of Tacoma were prohibitive, exorbitant and excessive. Hearing was held at Tacoma on November 10, 1913, and parties to the proceeding allowed time within which to file briefs. Pending.

No. 879.

**THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE CITIZENS' PROGRESSIVE CLUB OF COSMOPOLIS, *Complainant*, v.
THE GRAYS HARBOR RAILWAY & LIGHT COMPANY, *Defendant*.**

Complaint was filed with the Commission praying for an order fixing and establishing certain passenger rates between Aberdeen and Cosmopolis. The case was continued pending the valuation of the properties of the respondent company.

Valuation hearing was held at Aberdeen on June 4, 5, and 6, and at Olympia on June 8 and 9, 1914. Valuation findings were made. (See Cause No. 1709.)

November 8, 1915, the Commission made its findings of fact and order, finding that the respondent's single trip rate of 10c for persons travelling in either direction between points in Cosmopolis and points in Aberdeen, or points in South Aberdeen, is unjust, unfair, unrea-

sonable, excessive, and unduly and unreasonably preferential, and that such rate be cancelled, discontinued and eliminated, and respondent was ordered to desist from collecting more than 5c per single trip for persons traveling in either direction between such points.

The company was ordered to file a tariff covering such rates within thirty days from date of service of order.

No. 1525.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF CENTRAL IMPROVEMENT LEAGUE, *Complainant*, v. TACOMA RAILWAY & POWER COMPANY AND PACIFIC TRACTION COMPANY, *Respondent*.

Hearing held at Tacoma, testimony introduced and parties allowed time to file briefs. Pending.

Nos. 1539, 1648, 1801 Consolidated.

F. W. BROWNE, *Complainant*, v. PACIFIC NORTHWEST TRACTION COMPANY, *Respondent*. No. 1539. PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF O. J. TRAVIS, ET AL., *Complainant*, v. PACIFIC NORTHWEST TRACTION COMPANY, EVERETT RAILWAY, LIGHT & WATER COMPANY, AND PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Respondents*. No. 1648. THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PACIFIC NORTHWEST TRACTION COMPANY, *Defendant*. No. 1801.

Opinion was filed December 24, 1914, as follows:

On July 18, 1913, F. W. Browne complained to the Public Service Commission of the State of Washington of the passenger and freight rates of the defendant company, of the commutation tickets issued by the company and of the failure of the defendant company to carry trunks and baggage without cost. On December 27, 1913, O. J. Travis and others complained of the freight rates, of the commutation fares, and of the rates of the company, claiming the rates to be exorbitant, extortionate and excessive, and that they worked great hardship upon the public and patrons of the line and prevented the development of the country. These two cases were consolidated by the Public Service Commission, and thereafter and on October 26, 1914, a valuation notice was served upon the defendant company as a basis for ascertaining the value of the property described in complaints Nos. 1539 and 1648, and for the purpose of investigating said complaints and establishing a fair, reasonable and adequate rate on said line. All of the above cases were consolidated.

For convenience in this opinion the defendant will be referred to as the "Company."

All of the stock of the Company is owned by the Puget Sound Traction, Light & Power Company, and it is a part of a system of public utilities operated by what is known as the "Stone-Webster Manage-

ment Association of Boston, Massachusetts." Before the investigation the Company requested the Public Service Commission to value the road between Bellingham and Mt. Vernon in Whatcom and Snohomish Counties as a part of the road between the cities of Everett and Seattle, in Snohomish and King Counties. This request was denied by the Commission. The original complaint upon which this proceeding was based was directed against the road between the cities of Everett and Seattle. The roads are approximately thirty miles apart, and have no physical connection, nor does one road contribute to the traffic of the other. The reasons urged by counsel for considering these two roads as one unit are:

First: That some time in the past the Company intended to make physical connection between the two roads.

Second: That the roads are owned by the same Company.

Third: A bond issue is secured by the two roads.

Fourth: The road between the cities of Everett and Seattle is profitable; the one between Bellingham and Mt. Vernon does not pay.

Fifth: The methods of bookkeeping adopted by the Company.

The Commission considered each of these arguments long prior to the hearing and notified the Company in writing that the road between Everett and Seattle would be valued alone, and as one unit, and that evidence of the value of the other road would not be considered, except in so far as it was material to ascertain the value of the road between the cities of Seattle and Everett. The Commission does not believe that the patrons of the road between the cities of Everett and Seattle should be assessed to permit the Company to make a return on a road thirty miles distant, and which in no way contributes to the traffic of the Everett-Seattle road.

Should the Company build a road between the cities of Ellensburg and Tacoma would the patrons of that road also be expected to contribute to the Bellingham-Mt. Vernon deficit?

Are the patrons of a utility required to guarantee a return upon all the properties of a company when they use a part?

Individual corporations in this state own properties so widely separated that to adopt such a rule would end regulation for all practical purposes. Patrons of a utility in one part of the state would be required to bear the burden of other sections. We might be required even to go into foreign states and nations. The Pacific Coast Company owns a railroad in the State of Washington, another in the State of California, and for all practical purposes they have as much in common as these two roads. Many other instances could be cited. The Puget Sound Traction, Light & Power Company owns the Puget Sound Electric Railway, The Yakima Water Company, The Pacific Northwest Traction Company, The Diamond Ice & Storage Company, The Western Washington Power Company, and indirectly the Pacific Traction Company, the Tacoma Railway & Power Company, the Puget Sound International Railway & Power Company, the Everett Railway, Light &

Water Company, the Washington Electric Company and the Skagit Power Company. Is it to be held that in order to value any one of these properties it shall be necessary for the Commission to value every other property, including the parent property, the Puget Sound Traction, Light & Power Company? Each unit and each locality must bear its own burdens until the roads become one by physical connection; then each part contributes to the other and a sound reason for one valuation and a through rate exists.

Session Laws of 1911, Chapter 117, Section 92, provide that it shall be the duty of the Commission to ascertain the value of the utility. Certain elements of valuation are designated by the statute, all of which have been given due consideration by the Commission.

The reports of the engineers show a very large difference upon certain elements of valuation, and before stating our final conclusions we will pass upon the questions which must first be determined by us before ascertaining the final valuation. The first decided difference between the engineers is with reference to the cost of clearing and grubbing the right-of-way. Mr. Gray found that there were 224 acres to be cleared and grubbed. He gave as the entire acreage of the right-of-way 218 acres. Nothing in the record discloses the discrepancy between the two estimates. Mr. Burroughs gives the same acreage of the right-of-way, and 222 acres to be cleared and grubbed. Mr. Burroughs explains that the right-of-way traverses certain streets which he estimates to cover the discrepancy between his acreage for valuation and his acreage for clearing and grubbing. Mr. Gray values the clearing and grubbing of 224 acres at \$300.00 per acre, and thereby estimates the entire clearing and grubbing at \$67,200.00. Mr. Burroughs allows 112 acres at \$100.00 per acre, and 110 acres at \$400.00 per acre, making the total \$55,200.00 for clearing and grubbing. The testimony shows that the entire right-of-way has not been cleared and grubbed, but that a strip twenty-five feet wide to within four miles of the city of Everett has been cleared and grubbed, and that from there on the entire right-of-way has been cleared and grubbed. Mr. E. B. Cox, the real estate expert for the Commission, who is also a practical man and has had some experience in clearing and grubbing right-of-way, estimates the entire cost of clearing and grubbing at \$14,150. Judge R. A. Ballinger testified that his father had a contract for clearing four miles of the right-of-way, for which he received the sum of \$2,000.00. He also testified that he was paid for this in bonds of the company, which he afterwards sold at par and made a profit on the contract. So we have presented by the testimony of witnesses and by the experts of the Company and of the Commission figures ranging from \$14,150.00 up to \$67,000.00. The Commission made a personal investigation of the right-of-way and from all of the testimony believes that a very liberal estimate to be allowed the Company for this work is the sum of \$35,000.00. It appears from the testimony of Mr. Burroughs that the Company received for the timber on the right-of-way the sum of \$21,-

000.00. This amount does not appear in the reports of any of the experts, and its omission revises the entire calculations of the experts where the cost of the right-of-way to the Company has been considered as a basis for calculation. The deduction in clearing and grubbing also changes the results in the calculations of the engineers where the intangibles such as "engineering and superintendence," "interest during construction," and other hypothetical outlays are based upon such figures. In the valuation of right-of-way and terminals the Commission has followed the rule laid down by Justice Hughes in the Minnesota rate case. The part of the opinion referred to reads as follows:

"We therefore hold that it was error to base the estimates of value of the right-of-way, yards and terminals upon the so-called 'railway value' of the property. The Company would certainly have no ground of complaint if it were allowed a value for these lands equal to the fair average market value of similar land in the vicinity, without additions by the use of multipliers, or otherwise, to cover hypothetical outlays. The allowances made below for a conjectural cost of acquisition and consequential damages must be disapproved; and, in this view, we also think it was error to add to the amount taken as the present value of the lands the further sums, calculated on that value, which were embraced in the items of 'engineering, superintendence, legal expenses,' 'contingencies' and 'interest during construction.'"

It is contended that such items are to be based upon the right-of-way as measured by the value of contiguous property, and should be considered by the Commission, and to avoid any question of error or unfairness to the Company the Commission has allowed such intangibles. The Commission's experts appraised the real estate and terminals at \$137,705. The Company's appraisal was \$292,428. The engineer for the Commission, following the rule laid down by Justice Hughes in the Minnesota rate case, as interpreted by him and at least one member of the Commission, did not allow for the items of "engineering, superintendence, legal expenses," "contingencies" and "interest during construction." There was some testimony in this case of such items having been actually incurred. We have therefore allowed such items, and have fixed as a fair value of the right-of-way and terminals, including such items, the sum of \$175,000.00.

This means we have allowed the unearned increment in the valuation of the right-of-way and terminals. The cost of the right-of-way and terminals as shown by the reports of all the experts must be reduced by the sum of \$21,000.00 as the price for the sale of the timber taken from the right-of-way. The figures stand, therefore, as follows:

Original cost of right-of-way and terminals.....	\$104,202 00
Reproduction cost of right-of-way and terminals as estimated	
by the Commission.....	175,000 00
Unearned increment	70,708 00

There are two theories upon which the Company is entitled to this so-called unearned increment.

1. The Company helped to create it.

2. The Company is entitled to the present value of its property used and useful in the operation of the road, and it must necessarily include the unearned increment.

As to the justice of the allowance of the so-called unearned increment there is a wide divergence of opinion. The pioneer goes out into the forest, and by his detriment of time, labor and privation builds a home. Others follow, and by joint efforts a community is established where once the forest stood. The property of the original settler has now become valuable, and the enhanced value over the actual cost and expenditure of the settler we call the "unearned increment." The term "unearned" is a misnomer, for the enhanced value has been fairly earned by years of labor and deprivation. The man who finally reaps the harvest may not be the same individual who sowed the seed. The pioneer may not be able to await the day of the harvest, but if he does, no man will say that the harvest is not rightfully his, or that it has not been fairly earned.

So too does the railway company project its line into new territory with a full knowledge of the detriments to be overcome. The Company considers from the beginning that no adequate return will be made during the early years of its history, but like the pioneer it helps to build up a new territory, with confidence that an increment will result sufficient to more than cover the detriment in loss of returns or otherwise. The history of our western country more than justifies the assurance that such return invariably follows. We have accorded to the individual and to the company the same rule of measurement, and it seems that in all fairness such rule should be applied.

But now comes the Company with a new theory of valuation which demands more than is accorded to the individual. It claims a "development cost" in addition to the unearned increment. In simple language it says "during these lean years while the Company was helping to create the increment the stockholders received no adequate return, and now we ask that the loss so incurred be made good by capitalizing the loss occasioned the Company by the lack of returns during the early years."

According to Mr. Burroughs' calculations the Company failed to earn during the years named the sum of \$125,917.58. Mr. Gray found the amount to be \$246,362.59. Of this amount Mr. Burroughs found that at the time the Company purchased this railroad from Fred Sanders there was accumulated in development cost the sum of \$92,026.58. Mr. Gray found \$81,408.64. The difference in the estimates of Mr. Gray and Mr. Burroughs are dependent upon two considerations. Mr. Gray allowed in calculating his development cost for damages which he estimated should have occurred. In simple language, Mr. Burroughs based his calculation upon what happened; Mr. Gray, upon what he thought *ought* to have happened, but which in fact did not happen. Again, Mr. Gray and Mr. Burroughs widely differed in the allowance for bond discount, the total difference being the sum of \$162,933.33

Mr. Burroughs allowed a bond discount, as is provided by the Interstate Commerce Commission classification. Mr. Gray allowed \$188,000.00, which was the actual discount upon the bond issue of the entire property of the Company, as shown by its books. This bond discount is the amount of money paid by the Company for obtaining money with which to construct the road. If we allow this amount we must add it to the capital account as a part of the investment, in addition to the money actually invested, and allow a reasonable interest. The effect of allowing the bond discount as suggested by Mr. Gray can probably best be illustrated in a practical way:

"A" and "B" each build a house at a cost of \$10,000.00. "A" has capital and as a result of his transaction the house is built at an expense of \$10,000.00, and when he figures the amount of rent to which he is entitled he claims a reasonable interest on the sum of \$10,000.00, the amount of his investment. "B" on the other hand has no money, and poor credit, and in order to procure \$10,000.00 for the purpose of building his house he must pay a discount of \$2,000.00. "B's" house is identical with "A's" and its cost is the same. Each has \$10,000.00 invested, but "B" when he comes to rent his house claims to have an investment of \$12,000.00, for he was required to pay \$2,000.00 to obtain the money, and so when the renter comes to "Mr. A" he is told that he may have the use of his house for a rent that will pay a reasonable rate upon \$10,000.00. When he goes to "Mr. B" to rent an identical house he is told that he may have the house for a reasonable rate upon \$12,000.00, and yet in each case the renter would receive the identical property.

If we followed Mr. Gray's suggestion in this case we would simply be requiring the patrons of the road to pay not only for the use of the road based upon the money invested in it, but in addition thereto would be required to pay an interest upon a discount which the owner of the road claims to have been required to expend in order to get the money with which to build the road. If we can keep disassociated, the ownership of the road and the road itself as an operating entity, the fallacy of such claims as are suggested by Mr. Gray can be easily detected.

In calculating the item of bond discount, therefore, we have followed Mr. Burroughs' figures. Mr. Burroughs has used 8 per cent as a fair interest for the Company to earn during the development period. Conceding the argument of counsel for the Company to be just, and that a railroad company is entitled to earn 8 per cent on its investment from the day of its inception, in addition to the increment, it would be entitled to earn a return upon \$125,917.58 in addition to the other items capitalized. If we capitalize this amount, as counsel for the Company demand, it means that throughout the coming years the patrons of the Company will be required to pay a return upon the amount so capitalized. If this claim be just it should be allowed. No pioneer reaps in addition to the increment, as the result of his labor,

any development cost. No one guarantees to him that in addition to the increased value of his property he shall receive an additional return during the years, based upon the amount of his losses during the lean years. Until we bring ourselves to believe that one rule shall be made for railroads and another for the rest of the world we cannot concede the justice of the demand for the so-called development cost in this case. But, for argument's sake let us concede that development cost should be calculated. Mr. Fred Sanders, from whom this property was purchased, testified as follows:

"Q. How far did you construct the road actually?

"A. Halls Lake.

"Q. Do you remember the mileage—it is not material though.

"A. About sixteen miles.

"Q. You built it you say for the disposition of your real estate?

"A. Not exactly, but principally, I owned a great deal of real estate, and I wanted to get rid of it."

It will be seen that the road up to October 1, 1908, was primarily operated for the purpose of enhancing the value of real estate owned by Mr. Sanders. At that time the road operated only to Halls Lake. A portion of the development cost included in the calculations of Mr. Burroughs and Mr. Gray was the amount lost by Fred Sanders during the time he was operating the road to sell real estate. We assume that development cost should be based upon *actual* losses and not upon conjectural losses. There is no evidence that Mr. Sanders in operating this road out into the forest for the purpose of selling real estate incurred any "development cost." When the Company purchased the road from Mr. Sanders it can hardly be assumed that in addition to paying for the value of the road they paid Mr. Sanders' losses, if any, during the period he operated the road. A purchaser does not always pay development cost, but buys a property for what it is worth at the time of the purchase. It must be plain, therefore, that both experts erred in including in their development cost the money lost by Mr. Sanders, if any, in the development of the road. The probabilities are that the purchasers of the real estate, who are now the patrons of the road, paid the development cost, if any, in the purchase price of their property.

Mr. Burroughs figures the amount of the development cost accrued at the date of the purchase of the road from Mr. Sanders in the sum of \$92,026.58; Mr. Gray figures the sum \$81,408.64. If we begin the development cost at the date of the purchase of the property by the Company, and calculate on the basis calculated by Mr. Burroughs, we will find that by figuring on an 8 per cent basis the Company not only has received all of its development cost, but in addition something over \$40,000.00. In these calculations we followed the rule laid down by Mr. Eshleman, President of the Railroad Commission of the State of California, as announced in the case of

"Monohan, as Mayor of the City of San Jose, v. San Jose Water Company, Case 476."

Reported in Volume 4, Opinions and Orders of the Railroad Commission of California, at page 1101, wherein it is stated:

"Therefore, in each particular case which confronts a rate-fixing body resort should be had to the history of the institution involved, with a view to determining just what the agency in question has actually sacrificed for the public benefit during the early and lean years, and that amount should be considered as proper to be added to the initial capital account, which capital account thus determined at the very moment of maturity of the agency should thereafter be augmented or subtracted from in accordance with the accretions to or the depletions of the capital account subsequently.

"By this statement we should not be understood as passing upon the amount of development cost in any particular case, or as saying that any such development cost shall not be off-set by subsequent excessive earnings. It must be understood that each case must be decided on its own facts, and what is said here must be taken in contemplation of the facts that here exist."

Therefore, in passing upon the question of development cost in this case it is immaterial so far as the results are concerned whether it is considered or not, for the subsequent excessive earnings have more than off-set any development cost the Company suffered since it owned this property.

It is undisputed that the roadbed of the Company is in excellent condition. It runs through a very exceptional strip of country, splendidly adapted to railway purposes. The roadbed is free from rivers, swamps or slides. In valuation these matters are of decided importance. Eliminating the items of obsolescence and inadequacy the life of the equipment will likely depend upon climatic conditions and the proper maintenance of the roadbed. It is perfectly obvious that if the equipment can be operated over a well kept roadbed, not only would the maintenance of equipment be decreased, but the actual life of the car owing to the absence of repairs, would be prolonged. Considering these figures, the excellent conditions of the roadbed, the freedom from the usual hazards of roads built under less advantageous conditions, we have allowed for depreciation the sum of \$21,600.00 per annum, a larger sum than possibly will ever be necessary for this road. It is the custom of some utilities to neglect the establishment of a depreciation account, and then ask the Commission to consider the depreciation in ascertaining the value of its property. The Commission is strongly of the opinion that a definite depreciation account should be fixed in the operating expenses of the Company each year for this purpose. It is unfair to the patrons of a public utility to require an additional return to cover depreciation and then have the road keep no account covering depreciation.

The counsel for the Company claimed an operating item for maintenance. Maintenance is a part of the operating expenses of the road, and is taken care of under the operating expense account, and covers specific items as covered by the uniform classification of the Interstate

Commerce Commission and uniformly adopted and used by utilities of this character.

After having considered carefully all of the testimony presented at the trial, the reports of the experts for both the Company and the Commission, we find that the cost of reproduction of the property is the sum of \$1,042,613.00, the depreciated value \$955,852.00; the total cash investment \$1,307,750.96, and that a fair value upon which to base a return is the sum of \$1,150,000.00. The operating expenses for the various years are set forth in Mr. Burroughs' report. For the year 1913, the total revenue for transportation was \$323,917.91; the total operating expenses were \$125,008.65; the taxes were \$26,244.92; the gross income was \$198,909.26; and the net over operating expenses and taxes was \$172,664.34. After deducting \$21,600.00 from this sum for depreciation the result allows a return of thirteen and a fraction per cent upon \$1,150,000.00, which the Commission finds to be the fair value upon which to base a rate. The maximum legal rate of interest in the State of Washington is 12 per cent. Much evidence was introduced by the Company to the effect that 10 per cent was a proper per cent to be allowed utilities operating at the present time and under present conditions. This testimony was based upon the usual hazards of money invested in such enterprises. We desire it to be distinctly understood that we do not concede that 10 per cent means a fair rate upon the property of a public utility having the limited hazards this road presents. All charges made by public utilities must be just and reasonable. Service instrumentalities, equipment, and facilities shall be such as will promote the safety, health, comfort and convenience of their patrons, employees and the public, and the rules and regulations must be just and reasonable.

Whatever may be said of the fair return to the utility, the interests and the rights of the public in such utility must be considered. The result of decreasing a rate, or of increasing a rate, cannot always be foretold. This Commission has increased rates, and as a result the return to the Company has declined; and on the other hand rates have been decreased and the return to the utility increased as a result. The record contains definite testimony of many witnesses whom this Commission has a right to believe, that the rate charged by the Company has resulted in preventing a proper development of the territory through which this road extends. The evidence shows that the land on either side of this road has been divided into small tracts, and that the residents are largely those engaged in business in either the city of Everett or the city of Seattle. It must be apparent, without the necessity of argument, that a reasonable rate of transportation tends to build up a suburban community. Such has been the result in the large cities of Chicago and Los Angeles, and such seems to be the tendency over the entire country. Three cents a mile, the rate charged by the Company in this case, is the maximum of rates charged by such roads. The usual charge is less than 3 cents per mile. With all the

advantages which the testimony shows this road to possess, not only in roadbed but in the management whereby materials are purchased at an advantage, this Company should furnish transportation to its patrons at as low a rate as any interurban road in the State of Washington. We therefore find that the rates now in force and on file with this Commission are excessive, and they are therefore vacated and set aside.

Between the city limits of Everett and Seattle the rate to be charged as a reasonable, fair and adequate rate of transportation to passengers shall be two cents per mile. Where the distance between stations contains a fraction, if the fraction is a major fraction an additional mile shall be added, if a minor fraction, the fraction shall be deducted.

It is therefore ordered that the rate to be charged by the Company for transportation between all points shall be two cents per mile, and where the distance between stations now established, or that may hereafter be established, contains a fraction, if the fraction is a major fraction, an additional mile shall be added, if a minor fraction, the fraction shall be disregarded.

It is further ordered that children over five years and under twelve years of age shall be charged one-half fare, computed in like manner.

It is further ordered that said Company shall furnish to its patrons, each way, at least two cars a day, upon which may be transported baggage not exceeding 150 pounds for each adult, and 75 pounds for each one-half fare ticket.

It is the unanimous opinion of this Commission that the Company should issue commutation books upon reasonable terms. It has been decided, however, by the Supreme Court of the United States in *Lake Shore and Michigan Southern Railway v. Smith*, 73 U. S. 648, that we have no authority to make such an order.

The Commission will not pass upon the reasonableness of the freight rates now charged by the Company, but will leave that matter to be adjusted between the Railway Company and its patrons. If they cannot reach a satisfactory adjustment the Commission will then determine the fair, reasonable and adequate rate to be charged in such case.

The Commission will make and enter findings of fact, covering all matters concerning which it is directed by statute to inquire into, and upon all matters concerning which evidence has been introduced in the above numbered cause 1801, tending to show the value of the property used by the Company for the public convenience, and will make and enter findings of fact in the above numbered causes 1539, and 1648, and thereupon will enter an order in accordance with the foregoing opinion.

January 27, 1915, a petition for rehearing by the Company was heard in Seattle, whereupon parties at interest entered into a stipulation.

March 13, 1915, Commission entered its order to carry out the stipulation as follows:

"It Is ORDERED, That all of the rates of respondent Company now on file in its tariffs with the Public Service Commission of Washington at Olympia be, and the same are, hereby validated; that in addition to such rates the respondent Pacific Northwest Traction Company on and after March 15, 1915, issue twenty-five ride books from the city limits of Seattle to Lake Ballinger, good for transportation between said points at the rate of 2 cents a mile; to Esperance at the rate of 2.1 cents per mile; to Seattle Heights at the rate of 2.2 cents per mile; to Cedar Valley Substation at the rate of 2.3 cents per mile; to Alderwood Manor at the rate of 2.4 cents per mile; from the city limits of Everett to Silver Lake and intermediate points at the rate of 2 cents a mile; the minimum fare in the case of twenty-five ride ticket books to be 5 cents, the coupons to be good for transportation when presented with the book; the twenty-five ride ticket book, if continued beyond the term of six months trial period, shall be good for one year from the date of the sale.

It Is FURTHER ORDERED, That said company issue fifty ride books for transportation from the city limits of Everett to Pinehurst, good for man or wife, at 4 cents for one way trip, and that said company provide two trains a day each way, upon which may be transported baggage not to exceed one hundred fifty pounds for each adult and seventy-five pounds for each one-half fare ticket.

The foregoing rates are experimental, and will be put on trial for a period of six months from the date the same are put into effect. The present case now pending is to remain in *statu quo* for six months; after the expiration of which time either party may apply to the Commission, the Commission reserving jurisdiction over the case for that time."

No. 1627.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
R. COOPER WILLIS, *Complainant*, v. PUGET SOUND TRACTION, LIGHT
& POWER COMPANY, *Defendant*.

Complaint was filed December 3, 1913, praying respondent be required to reroute its street cars on the Twenty-third Avenue line. January 14, 1914, the Washington Park Improvement Club filed petition to intervene, which petition was granted by order of the commission January 16, 1914. Hearing was had at Seattle and November 11, 1914, the Commission issued findings, and an order of dismissal was entered.

Proceedings to review the order of dismissal were instituted by complainant December 12, 1914, in the Superior Court of Thurston

County. The complainant petitioned the Commission for a rehearing, and having secured the dismissal of said proceedings on writ of review the Commission on February 10, 1915, entered an order rescinding and vacating the order of dismissal of November 11, 1914, and granted a rehearing. Hearing was held at Seattle. Subsequently several hearings were held, and decision was under advisement when this report was compiled.

No. 1648.

(See 1539, *supra*.)

No. 1709.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
GRAYS HARBOR RAILWAY & LIGHT CO., *Defendant*.

Valuation proceedings were instituted May 1, 1914. Hearing was had at Aberdeen June 4, 1914, and April 30, 1915, findings were entered as follows:

I.

The Grays Harbor Railway & Light Company owns and operates the street railway and electric light and power systems serving the cities of Aberdeen, Hoquiam and Cosmopolis, which cities on December 31, 1913, had an estimated aggregate population of 30,500 distributed over an area of approximately eight square miles. Practically the entire populated area of the three cities is served with electricity for light and power uses and the street railway system is so laid out that the greatest area possible is served. The Company owns and operates a central steam power plant, located midway between the cities of Aberdeen and Hoquiam, with a capacity of 1,400 K. V. A., and it also owns a 1,250 K. V. A. generating unit, located in the Anderson-Middleton mill operated by steam supplied by the mill company. The property as a whole is well constructed and comparatively new. The light and power system is operated at a primary potential of 2,300 volts, the general distributing voltage being 110-220. All the power manufactured is alternating current but a portion of that generated at the main plant is converted to direct current and distributed at a potential of 600 volts for the operation of the street railway system. The street railway system is made up of five separate lines, having a total track mileage of 12.799 miles. At the time the street railway system was constructed the cities of Aberdeen, Hoquiam and Cosmopolis had an aggregate population of approximately 8,000. These communities were built on low, marshy lands. The streets were built principally of sawdust and slab wood fills and some of them were paved with plank. Construction of a large portion of the street railway system necessitated the removal of the plank paving and sawdust and slab wood filling. In many instances it was necessary to drive piling to provide a suitable foundation for the track. In

other instances a suitable foundation was secured by the removal of the sawdust and slab wood and the substitution of earth fill.

II.

The present owning and operating company, the Grays Harbor Railway & Light Company, is the successor of several prior companies which engaged in the street railway and electric business in the cities named. It was incorporated on February 28, 1906, under the laws of the State of Washington with an authorized capital of \$500,000 divided into 5,000 shares, par value \$100.00. On May 31, 1910, the Federal Light and Traction Company, an eastern holding company, acquired control of the Grays Harbor Railway & Light Company. The securities of the Grays Harbor Railway & Light Company, authorized and outstanding, on December 31, 1913, were as follows:

Common stock authorized.....	\$500,000
Common stock outstanding.....	500,000
First mortgage bonds authorized.....	5,000,000
First mortgage bonds outstanding.....	840,000

Of the total outstanding stock, \$495,000, par value, is owned by the Federal Light & Traction Company, the remaining five shares being held to qualify directors. All the outstanding bonds are held by the holding company.

The Electric Land Company, a corporation, is a subsidiary of the Grays Harbor Railway & Light Company. All of its stock, except three shares, is held by the parent company. This subsidiary corporation was formed for the purpose of holding a title to certain real estate, most of which is necessary in the operation of the railway and light company but which could be more conveniently managed with the title in a separate corporation. Through the ownership of another subsidiary company (The Electric Service and Supply Company) the railway and light company engages in the sale of electrical fixtures and appliances and does a general electric wiring business.

The land actually used and useful in the operation of the public service property, but held in the name of the Electric Land Company, will be considered in the findings as belonging to the operating company for the reason that in the consideration of the questions presented to this Commission for decision it is not material where the bare legal title rests. The stock kept by the supply company for the future use of the operating company will be handled in like manner. The stock in trade kept by the supply company for general commercial uses will not be considered.

III.

The Commission's engineers and accountants drew from available existing books and records, a statement of what now appears to have been the cash invested in the property from the beginning of the constituent companies down to January 1, 1914, so far as same could now be determined from such records. The investment so estimated

amounts to \$1,184,000. This sum, standing alone, cannot now be regarded as representative of the present value of the property. By direction of the statute (Section 92, Chapter 117, Laws of 1911) we are required to find the "cost of construction and equipment," etc., of each public utility property, which we understand to mean the cash invested in the property. For the purpose of complying with that section of the statute, as near as may be, we find that so far as the existing records disclose, the cash cost of the structural units of the property was \$1,184,000. It should be understood, however, that this sum is, to but a limited extent, indicative of the present value, as many items of legitimate overhead expense cannot be located in this book cost.

IV.

The engineer of the Commission calculated the cost of reproducing the present property, including such real estate as he deemed used and useful for operation, as of January 1, 1914, as follows:

Railway system	\$725,072
Light and power system.....	524,791
Total.....	\$1,249,863

The engineer for the company has also calculated the cost of reproduction, and his estimate is as follows:

Railway system	\$958,083
Light and power system.....	877,373
Total.....	\$1,835,456

Somewhat different methods were followed in making the foregoing estimates, accounting in part for the varying results. Neither calculation can be rigidly adopted and allowances must be made for many facts and circumstances, explained by the evidence and affecting the investment of money in the different plant units. For the purpose of guiding us in the fixing of the "market value" or "fair value" of the property for the purposes contemplated by the Public Service Commission law, it is necessary for us to calculate the cost of reproduction, making such additions and deductions from the estimates of the engineers as appear proper, after a consideration of all the evidence. As already stated, the total cost of reproduction, (including real estate, as estimated by the Commission's engineer) for the consolidated system, was \$1,249,863, and this figure will be taken as a starting point from which to work.

The Commission's engineer in estimating the cost of reproduction, followed what is known as the replacement method, that is he calculated the amount the company would be required to expend in duplicating its property on the date of the investigation. Adhering rigidly to that theory the engineer properly included certain items of physical property for which the company had not actually ex-

pended money. On the other hand certain units of property for which the company had expended money were excluded.

If this property was to be reproduced today in its present condition, the company, in laying its track, would have to take up and replace paving on streets which are now paved but which were not paved at the time the tracks were actually laid. Such paving amounts to \$15,833.00 and for our purposes will not be allowed in the cost of reproduction. Many of the streets in these cities were originally constructed of sawdust and slab wood fills. When the work of building the street railway system was undertaken it was necessary to excavate and replace it with earth. If a street railway system were to be constructed today on the streets as they now exist, this work would be necessary and consequently the engineer made no allowance for this item in his cost of reproduction, calculated as stated above. This work, however, was indispensably necessary to the construction of the street railway system at the time it was constructed, and due allowance for this necessary expenditure, as well as an allowance for piling, should be made. This item amounts to \$32,680.00.

We find the cost of reproduction of the physical property to be \$1,325,000. Such cost of reproduction covers only the physical plant and real estate. It does not include any allowance for "going concern value," "development cost," "cost of securing business" or whatever that element may most properly be termed that represents the difference in present value or worth of a plant which is ready to engage in business but has yet no business, as compared with a plant which does possess a business acquired by the expenditure of time, money and effort. This intangible element will be given due consideration in another connection.

V.

The statute requires us to ascertain the amount and present value of the capital stock and funded indebtedness. The company has securities authorized and outstanding as follows:

Common stock	\$500,000
First mortgage bonds, 7%, 30-year.....	840,000
	<u>\$1,340,000</u>

All these securities are owned by the Federal Light and Traction Company, a New York corporation which owns and operates twenty local gas, electric and street railway properties in eleven cities in the West and Southwest. Practically all of the securities of the subsidiary companies are owned outright by the parent company and are deposited as collateral to secure the securities of the parent company. Because of this financial arrangement the stock and bonds of the Grays Harbor Railway & Light Company are not on the market and consequently considered by themselves have no present ascertainable market value.

The only way of approximating the market value of the securities of the local company is by apportioning the ascertainable market value of the securities of the parent company, which are issued and sold upon the credit of the securities of the subsidiary companies.

For the purpose of these findings we have made this apportionment on the percentage relation that the gross and net earnings of the local company bears the total gross and net earnings of all subsidiary companies of the Federal Light & Traction Company.

The gross earnings of the local company for the year 1913 were 13.03% of the total gross earnings of all companies owned by the Federal Company.

The net earnings of the local company were 13.52% of the total net earnings of all companies owned by the Federal Company.

The total outstanding securities of the Federal Company on January 1, 1914, amounted to \$19,180,000 par value. At that date the market value of such securities, as nearly as can be ascertained, was \$14,089,000.00. Assuming the market value of the Federal securities to have been as stated on January 1, 1914, the market value of the Grays Harbor securities on said date was:

On gross earnings (13.03%).....	\$1,835,797
On net earning bonds (13.52%).....	1,904,833

These computations, in a very general way, are guides to the true value of the property under investigation but are not considered at all conclusive as to the "market value" or "fair value" of the property itself.

In addition to its authorized and outstanding stocks and bonds the Grays Harbor Company has other obligations outstanding, consisting of notes and open book accounts.

VI.

DEPRECIATED VALUE.

We find that, based on the cost of reproduction new the present plant retains 80% of its value new. This indicates that the plant is in a first class condition to give efficient service.

VII.

From a consideration of all the evidence, the Commission finds and concludes that the property under investigation is a well constructed and efficiently managed utility and that the market and fair value of said property, considered as an entity and as a going concern, was and is \$1,375,000.00 as of January 1, 1914.

July 3, 1915, hearing was had at Olympia on stipulation between the parties that the Commission receive evidence pertaining to the value of respondent's street railway and electric plant, and relating to

additions made thereto between January 1, 1914, and June 30, 1915, both of the parties to said stipulation waiving issuance and service of notice or other process.

November 5, 1915, the Commission made supplemental findings as follows:

SUPPLEMENTAL VALUATION FINDINGS.

I.

The Commission finds that between January 1, 1914, and June 30, 1915, respondent made additions to its street railway system at a cost of \$33,441.85. The expenditures made by respondent during said period were distributed as follows:

<i>Additions Railway Department, Jan. 1, 1914, to Jan. 1, 1915.</i>	<i>1914 12 Months TOTAL</i>
<i>Road—</i>	
Engineering and superintendence.....	\$4,226 56
Right-of-way	409 63
Grading	475 27
Ballast	7,312 41
Ties	2,209 26
Rails, rail fastenings and joints (credit)	(160 03)
Special work	2,138 75
Paving	12,752 60
Track laying and surfacing.....	1,190 52
Bridges, trestles, culverts (credit).....	(223 00)
Crossings, fences, cattle guards & signals	1 48
Poles and fixtures.....	438 14
Distribution system	1,282 21
Shops and car houses.....	1,165 66
Park and resort property.....	233 61
	<hr/>
	\$33,453 07

<i>Additions Railway Department, Jan. 1, 1915, to June 30, 1915.</i>	<i>1915 6 Months TOTAL</i>
<i>Road—</i>	
Engineering and superintendence.....	\$109 14
Right-of-way	107 56
Grading	47 17
Ties	31 95
Rails, rail fastenings and joints.....	13 02
Special work	39 12
Paving	5 16
Track laying and surfacing.....	63 18
Bridges, trestles, culverts.....	219 97
Poles and fixtures.....	16 74
Distribution system	293 84
Park and resort property.....	61 93
Subscription to "B" Street Extension (credit)	(1,020 00)
	<hr/>
Total railway additions (credit)...	(11 22)

II.

Between January 1, 1914, and June 30, 1915, the respondent made additions to its electric plant at a cost of \$8,405.35. The expenditures made by respondent during said period were distributed as follows:

<i>Additions to Electric Department, Jan. 1, 1914, to Jan. 1, 1915.</i>	<i>1914 TOTAL</i>
<i>General Plant—Steam—</i>	
Land	\$11 84
Poles and fixtures.....	1,280 38
<i>Distribution—</i>	
Overhead conductors and devices.....	418 63
Services	2,365 73
Meters	1,329 48
Line transformers (credit).....	(9 69)
Arc and glower lamps (credit).....	(43 71)
Customers' installation	1 39
Municipal street lighting system.....	326 36
<i>General Office and Branches—</i>	
Land (credit)	(68 36)
Furniture and fixtures.....	250 49
<i>Other Equipment—</i>	
Land	397 18
Storeroom equipment	187 04
Stable equipment (credit).....	(771 10)
<i>Miscellaneous During Construction—</i>	
Engineering and superintendence....	927 56
Total electric additions.....	\$6,603 22
<i>Additions to Electric Department, Jan. 1, 1915, to June 30, 1915.</i>	<i>1915 TOTAL</i>
Poles and fixtures.....	\$229 56
<i>Distribution—</i>	
Overhead conductors and devices.....	215 17
Services	379 19
Meters	407 49
Line transformers	35 48
Municipal street lighting system.....	88 65
<i>Other Equipment—</i>	
Land	229 92
<i>Miscellaneous During Construction—</i>	
Engineering and superintendence....	216 67
Total electric additions.....	\$1,802 13

III.

The Commission finds that the market value and fair value of the additions to respondent's railway system and electric plant made by respondent between January 1, 1914, and June 30, 1915, was and is the sum of \$41,847.20, which amount should be added to the market value and fair value of respondent's property as ascertained and fixed by valuation findings entered in the above entered proceeding on April 30, 1915.

IV.

Upon the hearing held by the Commission at Aberdeen, Washington, on June 4, 1915, evidence was introduced by the Commission and by respondent relating to the value of certain real property then claimed by respondent to be useful in its railway and electric business. After considering the evidence adduced at said hearing the Commission was in doubt as to whether or not said property was useful in respondent's railway and electric business, or either thereof, and for that reason refrained from considering such real property, or taking same into account, in ascertaining and fixing the market value and fair value of respondent's property by the Commission's order entered April 30, 1915. After consideration of the evidence and argument received by the Commission at the hearing held on July 3, 1915, and further considering the evidence adduced at the hearing of June 4, 1914, the Commission is of the opinion, and finds, that the real estate referred to is useful in respondent's railway and electric business, and should therefore be considered and taken into account in ascertaining and fixing the market value and fair value of respondent's property. The Commission finds that the market value and fair value of said real estate was, and is, the sum of \$73,259.00, which amount should be added to the market value and fair value of respondent's property as ascertained and fixed by findings entered by the Commission in the above entitled proceeding on April 30, 1915. The real estate hereinbefore referred to is described as follows:

<i>Addition</i>	<i>Block</i>	<i>Lots, Incl.</i>
Sunnyside.....	9	16-24
Sunnyside.....	11	1-9 and 16-24
Sunnyside.....	15	1-9 and 16-24
Syndicate.....	2	1-2 and 7-9
Hoquiam.....	7	16
Hoquiam.....	8	1-2 and 15-16
Hoquiam.....	21	1 and 15-16
Hoquiam.....	22	1-2 and 15-16
Hoquiam.....	51	4-6
Weather Wax and Benn.....	38	7
Forsells.....	1	1-4 and 11-16
Forsells.....	1	5-10 and 17-20
Forsells.....	2	1-6
Hoquiam.....	6	1-4 and 12
Second Addition.....	73	1 and 5
Second Addition.....	72	6-10

Acreage.

South one-half ($S\frac{1}{2}$) of southeast quarter ($SE\frac{1}{4}$) of southwest quarter ($SW\frac{1}{4}$) section six (6), township seventeen (17), north range nine (9) west, W. M., except east 225 feet.

Northwest quarter ($NW\frac{1}{4}$) of northwest quarter ($NW\frac{1}{4}$), section seven (7), township seventeen (17) north, range nine (9) west, W. M.

Northeast quarter ($NE\frac{1}{4}$) of northwest quarter ($NW\frac{1}{4}$) of section seven (7), township seventeen (17) north, range nine (9) west, except the east 475 feet thereof.

V.

During the hearing held at Aberdeen on June 4, 1914, evidence was received relating to the value of the physical properties of respondent, particularly concerning prices at which copper transformers and other physical properties were, or could have been obtained for construction of certain physical properties involved in the inquiry. After further consideration of such evidence, and of evidence and argument received at the hearing held in Olympia on July 3, 1915, the Commission is of the opinion, and finds, that the market value and fair value of the physical properties, as ascertained and fixed by the findings entered in this proceeding on April 30, 1915, was and is lower than justified by the evidence, and that there should be added to the market value and fair value so ascertained and fixed by the Commission the sum of \$44,893.80, which represents the difference between the cost of reproduction of certain physical properties of respondent, such as copper transformers, etc., as determined by the Commission, and the real cost thereof, such under-valuation having resulted from the consideration by the Commission of prices for copper, transformers, etc., which were lower than justified by the evidence.

VI.

Recapitulating, the Commission finds that the market value and fair value of respondent's property, considered as an entity and as a going concern as ascertained and fixed by the Commission as of January 1, 1914, by the Commission's findings entered April 30, 1915, to-wit\$1,375,000 00
Should be increased by the following additions:

Market value and fair value of the real estate hereinbefore described	73,259 00
Difference between cost of physical properties as determined by the Commission and the real cost thereof...	44,893 80
Total.....	\$1,493,152 80

The Commission finds that the market value and fair value of respondent's property, considered as an entity and as a going concern, was and is \$1,493,152.80 as of January 1, 1914.

VII.

The Commission finds and concludes from a consideration of all the evidence that the market value and fair value of respondent's property, considered as an entity and as a going concern, was and is \$1,535,000.00 as of June 30, 1915.

VIII.

The earnings and operating expenses of respondent's railway and electric plant for the twelve months ending December 31, 1914, were as follows:

	1914 12 Months TOTAL
<i>Gross Earnings—</i>	
Electric department	\$190,017 68
Railway department	119,099 62
Gross earnings—total	\$309,117 30
<i>Operating Expenses—</i>	
Electric department	\$102,220 38
Railway department	78,866 94
Operating expenses—total	\$181,087 32
<i>Net Earnings—</i>	
Electric department	\$87,797 30
Railway department	40,232 68
Net earnings—total	\$128,029 98
<i>Interest Charges—</i>	
Interest on bonds.....	\$58,800 00
Interest on miscellaneous notes.....	9,497 24
Interest on meter deposits.....	245 58
Interest credit	(289 38)
Interest—total	\$68,253 44
Surplus (net, less interest).....	\$59,776 54

The earnings and operating expenses of respondent's railway and electric plant during the six months ending June 30, 1915, were as follows:

	1915 6 Months TOTAL
<i>Gross Earnings—</i>	
Electric department	\$90,125 10
Railway department	36,284 06
	\$126,409 16
<i>Operating Expenses—</i>	
Electric department	\$50,590 80
Railway department	34,355 78
	\$84,946 58
<i>Net Earnings—</i>	
Electric department	\$39,534 30
Railway department	1,928 28
	\$41,462 58
<i>Interest Charges—</i>	
Interest on bonds.....	\$29,400 00
Interest on notes.....	6,350 87
Interest on meter deposits.....	134 44
Interest credits	(218 98)
Interest—total	\$35,666 38
Surplus (net, less interest).....	\$5,796 20

IX.

The net earnings of respondent from its railway and electric plant for the years 1914 were.....\$12

Deductions—

Interest on meter deposits..... \$245 58
Replacement annuity (calculated by Bur-
roughs)\$27,581 00

Total deductions 2

Net earnings, less deductions.....\$10

The net earnings of respondent from its railway and electric plant during the first six months of 1915 were.....\$4

Deductions—

Interest on meter deposits..... \$184 44
Replacement annuity (calculated by Bur-
roughs) 13,790 50

Total deductions 1

Net earnings, less deductions.....\$2

No. 1723.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE REL.
THE CITY OF SEATTLE, *Complainant*, v. PUGET SOUND TRACTION
& POWER COMPANY, A CORPORATION, AND THE SEATTLE, R.
SOUTHERN RAILWAY COMPANY, A CORPORATION, AND SCOTT C.
AND JOSEPH PARKIN, RECEIVERS OF SAID LAST NAMED COMP.
Defendants.

Complaint was filed for an order requiring the interch.
transfers between the street railway lines operating in the
Seattle.

Hearing was held at Seattle. Pending.

No. 1748.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE REL.
THE CITY OF SEATTLE, *Complainant*, v. THE SEATTLE, R.
SOUTHERN RAILWAY COMPANY, A CORPORATION, AND SCOTT C.
AND JOSEPH PARKIN, RECEIVERS, *Defendants*.

Under order dated September 20, 1914, the Commission
nently set aside, vacated and suspended certain increased ra
tained in the proposed tariff of the company filed with the
sion. (See 1914 report.)

April 24, 1915, company filed petition to modify the origin
April 29, 1915, a motion to dismiss was filed by the city of
Pending.

No. 1801.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
PACIFIC NORTHWEST TRACTION COMPANY, *Defendant*.

Valuation proceedings instituted October 26, 1914. (See No. 1539,
supra.) Pending.

No. 1808.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
SEATTLE, RENTON & SOUTHERN RAILWAY COMPANY AND SCOTT CAL-
HOUN AND JOSEPH PARKIN, *Receivers, Defendants*.

Valuation proceedings instituted October 26, 1914. Pending.

No. 1819.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF
D. D. DAY AND OTHERS, *Complainant*, v. TACOMA RAILWAY & POWER
Co., a CORPORATION, *Defendant*.

Complaint filed November 16, 1914, to prevent Defendant from abandoning that portion of its line operated between the city of Tacoma and the town of Stellacoom, which is located between Lemon's Beach and Chambers' Creek. Hearing was had at Tacoma, March 5, 1915, and April 30, 1915, the commission entered findings and order as follows:

From the evidence submitted it appears that it is the purpose of the railway company to construct and operate a line between the State Insane Asylum and the town of Stellacoom but that said line has not been constructed for the reason that the railway company has been involved in litigation in addition to this hearing, which litigation was instituted for the purpose of preventing the railway company from abandoning the lines between Lemon's Beach and Chambers' Creek. The railway company alleges that until it can have some action as to whether or not it will be permitted to abandon that portion of the line referred to, it cannot safely construct and operate the line between the State Asylum and Stellacoom. The purpose of this proceeding appears to be to secure from the commission in advance an expression as to what its attitude will be with reference to the service to be performed by the railway company in the event the contemplated line is constructed.

The Commission is of the opinion that it has no authority to directly or indirectly approve of the abandonment by a public service corporation of a part of its property devoted to the public use. The Commission conceives it to be its duty to provide for adequate and sufficient service and its jurisdiction extends only to the determination of the question as to whether or not the Commission is of the opinion that said service should be rendered.

From the evidence produced the Commission is of the opinion that if the railway company builds and operates the proposed line between

the State Asylum and the town of Stellacoom it would be unreasonable for this Commission to compel said railway company to continue service between Lemon's Beach and Chambers' Creek.

It is THEREFORE ORDERED That until such time as the railway company shall build and operate a line between the State Insane Asylum and the town of Stellacoom, the said Tacoma Railway & Power Company shall continue its present service between Lemon's Beach and the crossing of Chambers' Creek.

November 3, 1915, the Defendant filed petition, reciting as follows:

Tacoma Railway and Power Company, respondent, alleges and shows to the Commission that since the entry of the order of April 1, 1915, in this case, the County Commissioners of Pierce County, Washington, have granted to the respondent a franchise for the construction of an electric railway between the end of the Pacific Traction line at the State Insane Asylum, to the town limits of the town of Stellacoom, and the town council of Stellacoom have granted the respondent a franchise from the point where the county franchise reaches the town of Stellacoom, over various streets of the town, to a point on Main Avenue;

That the Respondent is in a position to arrange for the construction of an electric railway over the route described in said franchises, provided it can discontinue service over the old Stellacoom line between Lemon's Beach Station and the terminus of the old line in the town of Stellacoom.

Respondent shows that since the entry of the last order in the above entitled proceedings there has been no material change in the facts or circumstances to any matters that would affect the question of the reasonableness of requiring a continued operation of the old line, and that there is no reasonable prospect of any material change in regard to the discontinuance of service on the old line within the next six months.

WHEREFORE The Respondent prays that a further order may be entered, authorizing the discontinuance of service on the old line between the points above mentioned, upon the construction and commencement of operation of the new line over the route named in said franchise above referred to, within such time as the Commission may see fit.

Hearing was held on the petition November 15, 1915. Pending.

No. 1832.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*,
PUGET SOUND TRACTION, LIGHT & POWER CO., *Defendant*.

March 22, 1915, the Commission entered opinion and order as follows:

On December 18, 1914, the Public Service Commission of Washington on its own motion filed a complaint against the Puget Sound Traction, Light & Power Company (herein for convenience designated "the Company") charging, among other things, that the service

and equipment provided and used by the company in the operation of its street railroad system in the city of Seattle were inadequate and insufficient to enable it to promptly and properly receive, transport and deliver persons received by it for transportation, or to promote the safety and convenience of its patrons and the public, in that the Company has failed to provide a sufficient number of cars with sufficient seating capacity, or to provide and operate a sufficient number of cars to arrange its schedule for the operation of said cars to maintain a reliable, steady and uniform service with sufficient frequent and uniform intervals between cars to enable it to discharge its duties to the

whereafter a citation in regular form was served upon the defendant Company fixing December 28, 1914, at 9:30 o'clock a. m. at room 2000 Fry Building, as the time and place for hearing evidence on the issues set forth in the complaint.

The defendant Company moved to make the complaint more definite and certain by stating upon what lines the Company failed to provide a sufficient number of cars with sufficient seating capacity.

In response to this motion the Commission on December 31, 1914, directed the Company with a bill of particulars in which the street railway lines upon which the Company's schedules are insufficient to maintain a reliable, steady and uniform service, were enumerated. Among the lines enumerated were Alki Point, Fauntleroy Park, Ballard North and Ballard Beach.

On January 9, 1915, the case came on for hearing, and the Company stipulated that an order might be entered by the Commission establishing a certain standard of service, and in pursuance of said stipulation an order was entered establishing a service sufficient to seat at least seventy-five per cent. of all passengers carried during the peak hours of the day on each and every street railway line operated by the Company in the city of Seattle, except on the West Queen Anne counter-cable line and the cable lines. Said order also provided that "the Commission reserves the power to change, modify, or rescind this order at any time."

That thereafter the Company, without notice to the Commission, published in the daily press a notice that it would discontinue service through cars on Twenty-fourth avenue northwest and Fifty-ninth avenue on what is known as the Ballard Beach line, and would substitute a "shuttle" service instead of the regular through service. The Company also notified the Commission by letter that it would discontinue its joint service with the Seattle ferry operated by the port commission.

On such information the Commission modified its former order directing the Company to maintain its service and schedules on said Ballard Beach line without change or modification until after hearing, and designated March 15, 1915, at 9:30 o'clock a. m., at the assembly room of the New Chamber of Commerce, in the city of Seattle, as the

time and place for the Company to show cause why it should be permitted to discontinue the operation of any cars or substitute a shuttle service for the through service on said Ballard Beach line.

On March 15, 1915, the Company appeared and objected to the dictation of the Public Service Commission to issue the rule to show cause and denied each and every allegation set forth in the order to show cause, and alleged that it promptly transported all persons desiring transportation upon its lines, and alleged that the line, referring to the Ballard Beach line, was constructed under Ordinance No. 1020 of the city of Ballard, by the terms of which ordinance the Company had the right to make reasonable rules and regulations for the government and operation of its road and the management and operation of its property, not in conflict with the laws of the State of Washington or the charter and ordinances of the city of Seattle.

On said March 15, 1915, the defendant Company appeared by its counsel, James B. Howe, Esq., the city of Seattle by its assistant corporation counsel, Ralph S. Pierce, Esq., and representatives of the patrons of the Alki Point and Fauntleroy Park lines by James B. Dougan, Esq., John B. Shorett, Esq., and Walter B. Beals, Esq.; and upon the Company, by its attorney, Mr. Howe, represented that it was not then ready to proceed with the hearing of testimony on the Alki Point and Fauntleroy Park lines, but was ready to proceed in the Ballard Beach matter.

The hearing in relation to the Alki Point and Fauntleroy Park lines was thereupon continued to March 22, 1915, at the hour of 9:30 o'clock a. m. and the Commission proceeded with the taking of testimony in relation to the Ballard Beach line, and after having heard the testimony then ready, the Commission adjourned to take further testimony in relation to the Ballard Beach, Alki Point and Fauntleroy Park lines on Monday, March 22, 1915, at 9:30 o'clock a. m.

On said last named date, to-wit, March 22, 1915, the same parties appeared by their counsel, and the Port Commission, by its counsel, C. G. France, Esq., and further evidence was introduced on the part of the defendant Company, the Commission, the city and the patrons of the lines in question, in relation to the service thereof, and the cause was finally submitted and the Commission being now fully advised of the premises, finds the facts to be:

1. That the Ballard Beach line, operates from Yesler Way and Western avenue in the city of Seattle to its terminus at Ballard Beach, in the old city of Ballard, now a part of the city of Seattle; that the purpose of the change is to operate a shuttle service from the termination of said line at Ballard Beach, a subdivision of the city of Seattle, to the intersection of West Fifty-ninth street and Twenty-fourth northwest, in the old city of Ballard, now a part of the city of Seattle; that at the intersection of those two streets the Ballard Beach line meets the Fremont-Ballard line; that the Fremont-Ballard line serves many people of the intersection of these two streets and arrives at the intersection

id streets during the peak hours usually crowded with passengers; passengers on the shuttle service, transferred to the Fremont-Ballard line at said point to be carried to the business section of the city of Seattle, will rarely be able to obtain seats during the peak hours in the morning when said patrons of said line are being transported to the business section of the city of Seattle where they are employed; that such service will, therefore, be inconvenient and unsatisfactory to the patrons of said line and, consequently, insufficient and inadequate; that in addition to the inconvenience, insufficiency and inadequacy of said service, the elimination of through cars over the Ballard Beach line will result in an inadequate and insufficient service to the patrons of said line living between what is designated as the old city of Ballard, a subdivision of the city of Seattle, and the business section of the city of Seattle.

2. The Commission finds that the Fauntleroy Park line and the Alki Point line are operated through a long distance of sparsely settled territory, over what is known as the tide flats, and that passengers boarding said cars at Pioneer Square, in the business section of the city of Seattle, who do not obtain seats, are required to stand for a distance of approximately, four miles, or for about thirty minutes, and that such requirement is unreasonable, burdensome and oppressive; that the changing of the starting point of said cars to Pioneer Square from Virginia street, where they formerly started, has resulted in a congestion at the point of starting, so that the passengers, in order to obtain seats on said cars, are required to engage in an unseemly scramble; that such a condition is dangerous, unreasonable, burdensome and oppressive. That said company does not furnish a sufficient number of cars on the Alki Point line or on the Fauntleroy Park line to fairly, reasonably, efficiently and adequately serve the patrons of said lines.

3. The Commission finds the net earnings of the defendant Company, not including depreciation and taxes, for the year ending February 28, 1915, to be the sum of \$1,665,167.87. The defendant Company refused to produce the only valuations made of its property by experts, and failed to show that there was not a sufficient return from its property to pay the operating expenses, taxes and depreciation and leave a balance, and from the evidence introduced the Commission is of the opinion, and finds the fact to be, that after performing the service hereinafter ordered by the commission, the defendant Company will have net returns over and above its operating expenses, taxes and depreciation.

From the foregoing the Commission finds that to continue the through service over the Ballard Beach line and furnish sufficient cars to provide seats for substantially all persons desiring to use the Fauntleroy Park line or the Alki Point line, will not require a diminution or loss of the company's capital, but, on the contrary, the company will earn as net profits large sums in excess of operating expenses, depreciation and taxes and at the same time furnish such through service on the

Ballard Beach line and furnish sufficient cars to provide seats for substantially all of the patrons of the Alki Point and Fauntleroy Park lines.

ORDER.

IT IS THEREFORE ORDERED: 1. That the defendant Company continue the operation of through service on the Ballard Beach line.

2. That the Alki Point and Fauntleroy Park lines be operated through the city of Seattle on First or Second avenue as far as, at least, as Virginia street.

3. That the defendant Company furnish sufficient cars to provide seats for substantially all persons using the Alki Point and Fauntleroy Park lines.

It is understood that a substantial compliance shall be considered sufficient compliance with this order directing the furnishing of cars for passengers on the Alki Point and Fauntleroy Park lines, the Company not being required to provide for emergency crowds that might apply for seats, but shall provide seats at all times for the usual patrons of said lines, and shall so operate the said lines at all times with sufficient cars to provide seats for all patrons, except on extraordinary and unusual occasions.

The defendant Company contends: *First*. That the Public Service Commission has no jurisdiction to make the foregoing order. *Second*. That the right to regulate is vested in the Company by its franchise. and *Third*. That to furnish adequate and sufficient service will not permit a sufficient return to the Company.

In the light of past events, the first and second contentions of the Company do not come with good grace.

In the case of *Seattle Electric Company v. The City of Seattle*, 101 Wash. 203, where the jurisdiction of the city to regulate service was tested by the Company on the ground that the Public Service Commission alone had jurisdiction, we find the following:

"The appellants (the city of Seattle) concede that these provisions of the law endow the Public Service Commission with power to regulate and control street railways. But it is contended that, until the time as the Public Service Commission shall act, the city council retains jurisdiction to regulate street railways as to the number of passengers which a car may carry and the schedule in accordance with which cars shall be operated. In other words, the city may act until the Public Service Commission shall have acted; but, when the commission has issued an order covering the same subject-matter, then the jurisdiction of the city council becomes nugatory and of no force and effect.

"The respondent (the Seattle Electric Company) contends that the Public Service Commission law vested in the Public Service Commission jurisdiction over all matters covered by the ordinance, and any previous delegation of power to the city over the same subject-matter was thereby revoked; or, to state it in another way, that the jurisdiction of the city as to such matters was divested by the enactment of the statute, and subsequent to the time when the statute went into effect, the city had no power to act; and since the ordinance was enacted subsequent to the time when the law took effect, the city was without power and the ordinance was therefore void."

determining these contentions between the city and the Company. The Chief Justice of the Main of the supreme court said:

"Considering the entire statute, and especially the excerpts quoted from it, it seems plain to us that it was the legislative intent that power and authority to regulate public utilities was vested in the Service Commission from and after the time the law took effect; and that, when the law became effective, it revoked the power of the legislature upon the subject-matter covered by the ordinance."

We also *State ex rel. Webster v. The Superior Court for King County*, Wash. 37, from which case we quote the following:

"Without exception, courts have, in the absence of positive limitation, upheld the authority of the state as against municipal corporations when dealing with the problems of public service, and have been careful to warn against the danger of admitting a divided authority to contract or control."

It would seem, then, that the contentions one and two, without resting upon the decisions cited by Mr. Howe, which are clearly overruling.

The Company also contends that to perform the service required in the foregoing order will prevent the Company from earning a sufficient return on its investment.

Section 9 of chapter 117 of the Session Laws of 1911 provides:

"Every common carrier shall construct, furnish and provide safe, adequate and sufficient service facilities * * * to enable it to operate its lines expeditiously, safely and properly receive, transport and deliver persons or property, etc."

"To furnish adequate and sufficient service facilities to enable it to operate its lines expeditiously, safely and properly transport passengers is the primary duty of the respondent. This duty is not dependent on the ability of the company to earn a return on its investment. It is the performance of this duty which entitles the respondent to a return on its investment."

"The service for which the company is entitled to receive compensation in the form of a return on its investment is the service defined by the law as adequate and sufficient."

"The law does not authorize the respondent to demand a return on its investment for providing a service which is fifty per cent. adequate and sufficient, or anything less than one hundred per cent. adequate and sufficient."

"The measure of compensation to which respondent may be entitled is graduated according to the degree of proficiency with which it discharges its duty."

"The law does not authorize respondent to demand one-half of a reasonable return on its investment for furnishing a service which is fifty per cent. adequate and sufficient. Hence a proceeding such as this, requiring respondent to provide adequate and sufficient service facilities, is a proceeding affecting rates. It is not incumbent upon the Commission to make a valuation of respondent's property before requiring respondent to furnish adequate and sufficient service facilities. Re-

spondent may not defend against such requirement by showing the particular service demanded is not profitable, and in this case is no defense for the company to show that a particular line or system is or is not profitable.

Wyman on "Public Service Corporations," vol. 1, sec. 809.

Platt vs. LeCocq, 150 Fed. 391;

Mayor vs. Dry Dock E. B. & B. R. Co., 133 N. Y. 104, 33
563;

Atlantic Coast Line R. R. vs. North Carolina Corporation
Commission, 206 U. S. 1;

Washington P. & C. Ry. Co. vs. Magruder, 198 Fed. 218.

It will be seen from an examination of the foregoing authorities that if the performance of the service does not require the Company to use any of its capital therefor, that the Commission has the right to order the service described in the statute, that is adequate and efficient service. In this case no showing was made by the defendant Company that its return was not sufficient to provide this service. The sole question is the convenience of the public, limited only by the constitutional limitation of confiscation. It is not contended that it would be just or lawful to specify an unreasonable service, but a just and reasonable service that considers the frailties of women and other persons of necessity are required to use street cars, should at all times be required and furnished.

A service which requires patrons, in order to reach their homes at reasonable hours and who are not successful in a mad rush for seats, to stand for long distances, is neither safe, adequate nor sufficient.

The idea has been permitted to grow up that street car companies shall not be required to furnish comfortable accommodations for their passengers; that in order to pay interest on bonds, dividends on stock and other charges, men and women must be subjected to inconvenience and the unseemly conditions, which the testimony in this case disclose, where seats are provided only for those who are successful in the rush to secure them. This Commission is not in sympathy with such idea.

As an example of the conditions presented by this case, we quote from the uncontradicted testimony of Mr. Beals:

"Now, those cars of course being pay-as-you-enter cars, the doors are rather narrow and they are high, and they are constructed so that but one person can get up at the time. There is a little spare room to suppose to take care of large people, but only one person can get up in the car at a time. The gates, as they open, flare out just a trifle so that two people can stand in the gates, but only one person can get up the steps. People are swept in there in a crowd, and I have seen women and children and men seriously discommoded. I would not say, possibly, actually hurt, but crowded in there with the people pushing behind them—it is like pushing them in the big end of a barrel and trying to jam them through the small end * * *

"For an old person, an old man or an old lady, or anybody who is discommoded with children, or suffering from any physical disability, it is no business in that crowd. It is a positive menace to their health, I think, as well as a very, very serious inconvenience. I know that

"I do not like to take my wife in that crowd, and no lady get in there. In the old days I used to walk a block or two First Avenue and ride up. At night, once in a while you will be in beside a man who has been drinking a little, and it was her very objectionable."

Any other responsible citizens gave testimony as to like conditions and the Commission feels it to be its imperative duty to eliminate use of such conditions and prevent their recurrence, by enforcing service.

The Commission has ordered a valuation of the company's property. It would appear upon the valuation that the company cannot provide adequate and sufficient service and at the same time earn a reasonable return upon its investment, the Commission will increase its return. On the other hand, if it appears from a valuation of the company's property that the rate now charged for adequate and sufficient service is excessive, the Commission will order the rate reduced.

After entry and service of this order respondent filed a bill in equity in the District Court of the United States for the Western District of Washington, Northern Division, in which proceeding a decree was entered restraining the enforcement of the order entered by the Commission upon the ground that to require respondent to furnish cars for all who present themselves for transportation over the line in question is unreasonable.

On May 24, 1915, supplement complaint by the Commission was filed. A hearing was had at Seattle June 9, 1915, where it was agreed additional cars could be provided. June 25, 1915, the Commission entered an order requiring the Company on and after June 15, 1915, to provide and operate two additional cars on its Fauntleroy Park line and one additional car on its Alki Point line between the hours of 4:50 p. m. and 6

No. 1833.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF FRANCES C. AXTELL ET AL., *Complainant*, v. PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Defendant*.

Complaint filed December 19, 1914. Hearing held at Bellingham April 4, 1915, and continued indefinitely. Pending.

No. 1846.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF CITY OF SEATTLE v. PUGET SOUND ELECTRIC RAILWAY, A CORPORATION, AND THE PUGET SOUND TRACTION, LIGHT & POWER COMPANY, A CORPORATION, *Defendants*.

January 13, 1915, complaint filed charging that in excess of five passenger fare is charged for a ride within Seattle city limits.

Hearing held at Seattle March 1, 1915. May 20, 1915, the Commission entered findings and order as follows:

The Commission finds that the Puget Sound Electric Railway and the Puget Sound Traction, Light & Power Company are operating street cars between Yesler Way and the southern city limits of the city of Seattle, passing the following points: Spokane Street, Georgetown, Vin's, McLean's, Gorgiat's, Marino's, Maple's, Burt's, Mackey's, Asselt, Chicago Avenue, Davis and Floraville, all within the limits of the city of Seattle. That respondents are charging, demanding and collecting more than five cents for one continuous ride on said line within the corporate limits of said city, which fares so charged, demanded and collected by respondents between points in the city of Seattle on said line run from five cents between Yesler Way and Spokane Avenue, twelve cents between Yesler Way and Davis, and fourteen cents between Yesler Way and Floraville.

The Puget Sound Traction, Light & Power Company contends that it is not operating street cars on said line beyond Andover street. The Puget Sound Electric Railway contends that it is not operating street cars between Andover Street and Yesler Way, and that it operates no street cars or street railway within the limits of the city of Seattle. These questions are mixed questions of law and fact, and in view of the action which the Commission has decided to take in relation to this proceeding it is not necessary for the Commission to enter formal findings of fact. It is sufficient that after considering all of the evidence in this case, the Commission is of the opinion that it is its duty to request the attorney general to institute appropriate proceedings in court to enforce the provisions of Section 25, of the Laws of 1911, which make it unlawful for any street railway company to charge, demand or collect more than five cents for one continuous ride within the corporate limits of any city or town.

In the case of the Public Service Commission of Washington vs. Puget Sound Electric Railway, the Commission made and entered findings of fact on May 12, 1914, wherein the Commission has, referring to section 25 of the Laws of 1911, said:

"Assuming protestants are correct in saying the Puget Sound Electric Railway is a 'street railroad company' with respect to that part of its operations, still this Commission cannot enforce a rate even on a street railroad company unless it is able to find from evidence produced at a hearing of which the company has had notice and an opportunity to be heard, that the rate to be enforced is in fact just and reasonable."

The case just referred to involved the entire schedule of rates of the Puget Sound Electric Railway. The operating properties of that company were valued as a whole. No attempt was made to determine the value of the property devoted to the street railway business in the city of Seattle. Revenues arising out of the street railway business conducted by the Puget Sound Electric Railway within the city of Seattle were not separately determined. Neither was the operating expense chargeable to street railway operation segregated.

the operating expense chargeable to the entire line. Consequently necessary data to enable the Commission to determine whether a rate of five cents for one continuous ride on the street rail-line operated by the Puget Sound Electric Railway and the Sound Traction, Light & Power Company within the corporate limits of the city of Seattle was not presented to the Commission in that case. Therefore, the Commission's statement in that case to the effect that the Commission could not enforce a rate even for a street railroad company, unless it was able to find from evidence presented at a hearing of which the company had had notice and an opportunity to be heard, that the rate to be enforced was in fact just and reasonable, was in conformity with the record in that case, and cannot be construed as a finding that a rate of five cents for one continuous ride on said line within the corporate limits of said city was not, just and reasonable.

WHEREFORE, It is ORDERED, That the Attorney General of the State of Washington be, and he hereby is, requested to institute appropriate proceedings in the courts of said state to require the Puget Sound Traction, Light & Power Company and Puget Sound Electric Railway to observe and obey the provisions of Section 25, Chapter 10 of the Laws of 1911.

On July 8, 1915, a letter was addressed to the Attorney General, requesting that no action be prosecuted.

No. 1846.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE CITY OF SEATTLE, v. SEATTLE, RENTON & SOUTHERN RAILWAY COMPANY, A CORPORATION, AND SCOTT CALHOUN AND JOSEPH PARKIN, RECEIVERS, *Defendants*.

January 13, 1915, complaint filed. Hearing was had at Seattle January 14, 1915, and that day findings and order were entered, as follows:

It is ORDERED, That the passengers on the cars of the defendant may be permitted to carry the usual and ordinary packages, parcels, bundles or other small merchandise without charge, it being understood that this order does not include merchandise for sale.

The company shall permit the passengers to carry flowers to be sold, or to be taken to hospitals, for the sick or other like places of occasions, and the usual and ordinary baggage carried by travelers, including trunks, free of charge.

No. 1863.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE CITY OF SEATTLE, *Complainant*, v. PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Defendant*.

Complaint filed March 3, 1915, re routing of cars Alki Point and Leroy Park lines. Closed by order in No. 1832, *supra*.

No. 1871.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
JAMES A. DOUGAN ET AL., v. PUGET SOUND TRACTION, LIGHT &
COMPANY, *Defendant*.

Complaint filed March 8, 1915, re commutation tickets and
on West Seattle Ferry line. Pending.

No. 1875.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
CITY OF SEATTLE, v. PUGET SOUND TRACTION, LIGHT & POWER
COMPANY, *Defendant*.

Complaint filed March 10, 1915, re routing of cars on the
Woodland line. Hearing at Seattle May 27-28, 1915. After
conference between representatives of complainant and respondent
agreement was reached to the effect that respondent should
commence on the night of May 29, 1915, operating through service
the Wallingford line, which through service would require
two additional cars.

May 28, 1915, the Commission made the following order:

It Is ORDERED, That, in accordance with said agreement,
shuttle service recently maintained, be eliminated and that the
service be operated on the Wallingford line, commencing on the
evening of May 29, 1915, and continuing until further order of
Commission.

No. 1876.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*,
PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Defendant*.

Complaint filed March 10, 1915, re routing cars on Wallingford
and North Fortieth lines, Seattle. Hearing held at Seattle May 27-28.
Same as No. 1875.

No. 1878.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*,
PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Defendant*.

Valuation proceedings instituted March 12, 1915. Pending.

No. 1881.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE CITY OF SEATTLE, *Complainant*, v. PUGET SOUND TRACTION,
LIGHT & POWER COMPANY, *Defendant*.

Complaint filed March 12, 1915, re cancellation of joint transfer
arrangement with West Seattle Ferry. Pending.

No. 1882.

Investigation re death of F. S. Scharf, struck by Spokane & In-
switch engine at Spokane, February 9, 1915.

February 15, 1915, report of accident received. July 8, 1915,
report of proceedings at inquest filed.

No. 1885.

the matter of the application of the Puget Sound Traction,
& Power Company for permission to disregard Section 6, of
general requirements of Rule No. 36 of Chapter 130 of the Session
of 1913.

The above entitled proceeding coming on before the Commission
application of the Puget Sound Traction, Light & Power Com-
pany filed March 16, 1915, for permission to set and maintain a
crossing span pole on either side of the main track of the Great
Northern Railway near Snohomish, Washington, it appearing that
crossing span poles were set at the place mentioned with a
clearance of but six feet between such poles and the nearest rail of
said track, a washout during a flood period of the Snohomish River
excavated a deep hole in the side of the railroad embankment.
The company desires to reconstruct the crossing span in question for
the purpose of providing a greater clearance between the poles and
the rails by setting and maintaining such poles with a clearance of
nine feet between the poles and the nearest rail, and it appearing
that it is a physical impossibility to locate the poles in the crossing
more than nine feet from the rails without constructing a crossing
of approximately 200 feet in length, which would be unsafe and
inconvenient;

On April 1, 1915, the Commission entered the following order:

It is THEREFORE ORDERED, That the consent of the Public Service
Commission of Washington to the reconstruction of said crossing span
by setting and maintaining said poles with a clearance of nine feet
between each pole and the nearest rail of said track be, and said
order hereby is, granted.

No. 1920.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE SPOKANE & INSWITCH FUEL COMPANY, Complainant, v. PUGET SOUND TRACTION,
LIGHT & POWER COMPANY, Defendant.

Complaint filed May 22, 1915, re inadequate facilities for handling
fuel. Following hearing at Seattle June 16, 1915, a stipula-
tion was filed June 21 under which complaint was withdrawn, with-
out prejudice. June 22, 1915, order of dismissal was entered.

No. 1937.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATIONSHIP OF SCHWARBACHER BROTHERS & COMPANY ET AL., *Complainants*, vs. THE, RENTON & SOUTHERN RAILWAY COMPANY AND SCOTT CALHOUN AND JOSEPH PARKIN AS RECEIVERS, *Defendants*.

Complaint filed July 2, 1915, re extension of tracks on Fifth Avenue South and erection of freight shed. Hearing at Seattle July 19, 1915. Pending.

No. 1944.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATIONSHIP OF PUGET SOUND TRACTION LIGHT & POWER COMPANY, *Complainant*, vs. CITY OF SEATTLE, *Defendant*.

Petition filed by company July 26, 1915, for order relieving it of franchise provisions. Motion to dismiss filed by city August 4, 1915. Pending.

No. 1953.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, vs. THE, RENTON & SOUTHERN RAILWAY COMPANY AND SCOTT CALHOUN AND JOSEPH PARKIN, RECEIVERS, *Defendants*.

Complaint filed August 16, 1915, re station stop at city of Seattle. Hearing held at Seattle September 20, 1915. Pending.

The Commission entered the following orders permitting them to become effective on less than statutory notice:

No. 1372.

Puget Sound Electric Railway. Schedule covering lighting for Pacific City, Wash.

No. 2310.

Puget Sound Electric Railway. Reduction in round trip fare between Puyallup and Seattle, Wash.

No. 2325.

Puget Sound Traction, Light & Power Company. Reduction in rate on paving brick from track connection with the Puget Sound Electric Railway at Massachusetts Street, Seattle, to points on Second Avenue Boulevard between Dearborn Street and Norman Street, Seattle.

No. 2347.

Pacific Northwest Traction Company. Reduction in rate of fare from Chippewa Logging Spur to Lake Ballinger, Wash.

No. 2381.

Pacific Northwest Traction Company. Reduction in optional rate for brick plants during construction.

No. 2388.

Puget Sound Electric Railway. Reduction in rate on crushed sand and rock from Quarry, Wash., to track connection with Northern Railway at Georgetown, Wash.

No. 2389.

Puget Sound Traction, Light & Power Company. Reduction in rate on sand and gravel from Drummond's Spur to points on Thirty-Avenue South from Jackson Street to Norman Street, Seattle.

No. 2397.

Puget Sound Electric Railway. Reduction in rate on brick from Everett to Orillia, Wash.

No. 2400.

Puget Sound Electric Railway. Reduction in rates on butter, eggs, meat, poultry and fruit between Seattle and Renton, Kent, Tacoma and Tacoma; and between Tacoma and Puyallup, Auburn and Everett on vegetables between Seattle and Renton, Kent, Auburn and Tacoma; and between Tacoma and Puyallup, Auburn and Kent, Wash.

No. 2401.

Puget Sound Electric Railway. Reduction in commutation fares on the Seattle-Renton line and the Tacoma-Puyallup-Meeker line, between Seattle and Tacoma, Wash.

No. 2433.

Pacific Northwest Traction Company. Reduction in rate for ce-ment plants, State of Washington.

No. 2435.

Puget Sound Electric Railway. Reduction week-end fares between Tacoma and Seattle, Wash.

No. 2450.

Pacific Northwest Traction Company. Reduction in round trip excursion rates from Everett to Silver Lake, Wash.

No. 2457.

Puget Sound Traction, Light & Power Company. Reduction in rate on paving brick from track connection with Puget Sound Electric Railway at Massachusetts Street, Seattle, to point on Kinnear Park, Seattle, Wash.

No. 2470.

Puget Sound Traction, Light & Power Company. Reduction in rate on paving brick, carloads, from track connection with Sound Electric Railway at Massachusetts Street, Seattle, to point on East Columbia Street between Twelfth and Fourteenth Avenues in Seattle, Wash.

No. 2476.

Puget Sound Electric Railway. Reduction in rates on paving brick from Renton to points on line of Puget Sound Traction, Light & Power Company in Seattle, as follows: East Columbia Street between Twelfth and Fourteenth Avenues and East Pine Street between Broadway and Fourth Avenue in Seattle, Wash.

No. 2482.

Puget Sound Electric Railway. Reduction in express rates on certain commodities between Seattle and Tacoma, Wash., as set out in tariff covered by said order.

No. 2484.

Puget Sound Electric Railway. Reduction in certain portions of suburban passenger fares between Seattle and stations so far as Georgetown to and including Renton, and between Tacoma and stations on the Puyallup line to and including Puyallup, Wash.

No. 2504.

Pacific Northwest Traction Company. Reduction in rate on gravel and gravel from Bellingham to Clayton Bay.

No. 2531.

Puget Sound Electric Railway. Reduction in rates on suburban fares, one way, between Tacoma and Meeker; round trip between Tacoma and Ardena, Firwood, Cedarhurst, Berrytown, Puyallup and Meeker.

No. 2532.

Pacific Northwest Traction Company. New commodity rates on Great Northern Railway transfer at Lowell, and Chicago, Milwaukee & St. Paul Railway transfer at Lowell to Post Office Spur at Everett, also absorption of switching charges at Seattle.

No. 2561.

Puget Sound Electric Railway. Reduction in passenger fares on certain Renton suburban trains.

Commission, from which judgment on appeal was taken to the Supreme Court, and on August 10, 1914, such appeal was dismissed.

November 25, 1914, order was entered by the Commission directing requiring the company to prepare such complete detailed plans showing the improvements, and to submit said plans to the Commission on or before February 1, 1915. January 29, 1915, the company filed its answer and petition, asking to be relieved or exonerated from performance of the former order of the Commission. Hearing held at North Yakima September 15, 1915, and testimony taken. The new system was installed and final order deferred. Pending.

No. 1630.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE CITY OF POMEROY, A MUNICIPAL CORPORATION, *Complainant*, v. PACIFIC POWER & LIGHT COMPANY, A CORPORATION, *Defendant*.

Complaint filed February 26, 1914, by the city attorney of Pomeroy, charging inefficient and intermittent service. April 2, 1915, the Commission made findings and order as follows:

Pacific Power & Light Company, having extended its high tension power line to the city of Pomeroy, and the city of Pomeroy, through its attorneys, Messrs. Kuykendall & McCabe, advised the Commission by letter that it consents to dismissal of the above entitled proceeding.

It is ORDERED, That the above entitled cause be, and the same is, dismissed."

No. 1664.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE TOWN OF NEWPORT, *Complainant*, v. NORTHERN IDAHO &
TANA POWER COMPANY, *Defendant*.

Complainant charges discrimination, unjust, unfair, and unreasonable rates. Hearing was held and testimony taken. May 8, 1915, the Public Service Commission was advised that April 22, 1915, the Newport city council passed a resolution asking the Public Service Commission to withdraw this complaint against the company, appearing conclusively from the report of the Commission's engineers that further proceedings in the cause would be useless and futile.

Order of dismissal entered May —, 1915.

No. 1683.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
PACIFIC POWER & LIGHT COMPANY, *Defendant*.

Valuation proceedings were instituted by the Commission. January 7, 1915, findings and order were entered as follows:

This cause came on for hearing before the Public Service Commission of Washington at the city of North Yakima, Washington, June 15, 1914, at which time and place testimony was introduced. The Commission was represented by Attorney Stephen V. Carey, Assistant Attorney General; the Pacific Power and Light Company represented by W. W. Cotton, John A. Laing, Leslie Craven and Glehart and Rigg, its attorneys; the city of North Yakima, *et al.*, represented by Harry E. Wilson and Guy O. Shumate, its attorneys; the city of Kennewick was represented by C. Holcomb, its attorney; the city of Prosser was represented by C. W. Fristoe, its attorney; the city of Pomeroy was represented by E. V. Kuykendall, its attorney; the city of Pasco by Gerald Ryscek, its attorney; the water works of White Bluffs, Hanford and other Columbia River towns, were represented by M. M. Moulton, their attorney; the town of Zillah represented by Walter G. Loewe, its attorney; the city of Walla Walla was represented by Milton O. Pickett, its attorney; the city of Davenport was represented by Leon B. Kenworthy, its attorney.

On December 11, 1914, further testimony was submitted by the Pacific Power & Light Company at a hearing held in the city of Seattle, the company being represented at this hearing by its above mentioned attorneys and the interested cities and towns were represented by Attorneys Harry E. Wilson and Guy O. Shumate.

I

The Pacific Power and Light Company is a corporation incorporated under the laws of the State of Maine, June 16, 1910, for the purpose of consolidating various established properties serving communities in the Yakima, Walla Walla and lower Columbia

in Washington, together with adjacent ones in the states of Oregon and Idaho. It is now engaged in serving electric light and power in the following counties: Klickitat, Yakima, Grant, Franklin, Walla Walla, Columbia and Garfield in Washington and Umatilla, Wasco, Hood River and Clatsop in Oregon. It also serves gas to Yakima, Walla Walla and Clarkston in Washington and to Pendleton and Astoria in Oregon. It serves for domestic uses to Pasco, Kennewick, Prosser and North Yakima and does the street railway business in Walla Walla and Astoria through the Walla Walla Valley Railway Company, whose stock it owns, operates an interurban line from Walla Walla, Washington, to Astoria, Oregon. The properties acquired by the Company and the results of their acquirement are as follows:

- July 1, 1910—Yakima-Pasco Power Company,
Yakima Gas Company,
Northwest Light and Water Company,
Yakima Valley Power Company,
Columbia Power and Light Company,
Northwestern Corporation, Walla Walla,
Northwestern Corporation, Pendleton,
Wasco Warehouse Milling Company, The Dalles,
Lewiston Gas Company, Lewiston, Idaho,
Astoria Electric Company.
- April 1, 1911—Prosser Water Company,
Prosser Power Company,
Tuccannon Power Company, Pomeroy,
Dayton Electric Company,
Waitsburg Electric Company,
Hood River Gas and Electric Company,
Klickitat Light and Power Company, Goldendale,
Husum Power Company, White Salmon.
- September 30, 1911—Reservation Electric Company, Toppenish.
- June 30, 1912—Huntsville Light Company.

II.

On acquiring the above properties the company assumed the liabilities and underlying bonds as follows:

Walla Walla Gas and Electric Company.....	\$81,000 00
Northwestern Gas and Electric Company.....	526,000 00
Astoria Electric Company.....	150,000 00
Yakima Water, Light and Power Company....	133,000 00
Northwest Light and Water Company.....	63,000 00
Yakima Valley Power Company.....	14,000 00
Total.....	\$967,000 00

At the date of this investigation all underlying bonds had been paid either by purchase or exchange for securities of the company.

III.

The company furnishes power for the purpose of watering approximately 75,000 acres of land in the Yakima Valley. The esti-

mated population served is about 75,000. The company has 711 miles of electrical distributing system and 444 miles of high voltage transmission lines.

IV.

The electrical system is separated into four separate units, the White Salmon System, the Goldendale System, the Pomeroy System and the Yakima-Walla Walla System. A brief description of each is herewith given:

THE WHITE SALMON SYSTEM.

White Salmon is a small town in Klickitat County, having a population of approximately 1,000 people. Six miles north of White Salmon on the White Salmon River the company owns and operates a small hydro-electric plant of 75 K. W. capacity. The power from this plant is transmitted at 6,600 voltage to the town where a general light and power business is carried on.

GOLDENDALE ELECTRIC SYSTEM.

On the Little Klickitat River, about eight miles west of Goldendale, is a hydro-electric power plant of 150 K. W. capacity. A 110-volt line connects the plant with the city of Goldendale and a 6,600-volt line runs south to the town of Centerville. A general light and power business is carried on there.

POMEROY ELECTRIC SYSTEM.

On the Tucannon River, eight miles southwest of Pomeroy, is the Marengo hydro-electric plant with an installed generating capacity of 150 K. W. A steam auxiliary plant is located at Pomeroy. A 110-volt line runs from the Marengo plant to Pomeroy, where a general light and power business is conducted.

YAKIMA-WALLA WALLA SYSTEM.

By far the most important unit of the system is the Yakima-Walla Walla Electric Unit. This system serves all the towns of considerable size in the counties of Yakima, Benton, Franklin, Walla Walla, Adams and Umatilla. There are 390 miles of 66,000 voltage transmission lines, 63 miles of 25,000 voltage, and about 150 miles of 6,600 voltage rural distribution lines. Some thirty or more towns and cities are served, among the more prominent of which are Dayton, Walla Walla, Pendleton, Pasco, Kennewick, Sunnyside, Toppenish and North Richland. There are seven power plants interconnected, two being hydro-electric, two steam and three combined hydro-electric and steam.

V.

The Commission finds that the amount of stocks and bonds authorized and issued is as follows:

	Authorized	Issued
Common stock	\$6,000,000 00	\$6,000,000 00
Preferred stock	2,000,000 00	2,000,000 00
Subordinated preferred stock.....	1,500,000 00	1,500,000 00
Bonds	30,000,000 00	6,076,000 00
Total.....	\$39,500,000 00	\$15,576,000 00

asmuch as the stocks and bonds cover the entire property of the company it would be useless to say how much are chargeable to electrical properties under consideration and how much are chargeable to the balance of the property. Therefore they cannot be segregated.

VI.

As far as the Commission can determine the stock is not now and has not recently been on the market and therefore it is impossible to determine its value at the market value thereof.

VII.

Mr. Burroughs, the Commission's engineer, reports the book cost of the property in question to be \$10,680,459.10. This figure he arrived at by apportioning the book cost of the entire property of the company on the basis of the prices found by him to have been paid for the various properties.

The cost of the property to the company as reported by Mr. Burroughs is \$5,563,459.10, based on the prices paid for the various properties as follows:

Northwest Light & Water Company.....	\$1,500,000 00
Yakima Valley Power Company.....	
Pasco Light and Water Company.....	600,000 00
Columbia Basin Light and Water Company.....	
Reservation Electric Company, Toppenish....	40,893 23
Prosser Power Company.....	100,982 24
Walla Walla Gas and Electric Company..	
Northwestern Corporation	1,081,000 00
Northwest Gas and Electric Company....	
Waitsburg Electric Company.....	47,733 30
Huntsville Light Company.....	1,500 00
Dayton Electric Company.....	105,031 54
Tuccannon Power Company.....	91,364 90
Klickitat Light & Power Company.....	45,583 90
Husum Power Company.....	47,642 42
Pacific Power and Light Company.....	1,901,727 57
Total.....	\$5,563,459 10

The item of \$1,901,727.57 is the amount expended by the company in acquiring the properties, and the balance or \$3,661,731.53 is the amount the company paid for the properties taken over.

Mr. Burroughs reports the actual investment in the physical properties as shown by the books of the original companies to be as follows:

Northwest Light and Water Company.....	\$820,430 22
Yakima Valley Power Company.....	226,816 88
Pasco Light and Water Company.....	27,959 46
Columbia Basin Light and Water Company...	22,149 51
Reservation Electric Company, Toppenish.....	26,078 87
Prosser Power Company.....	84,825 35
Walla Walla Gas and Electric Company...	} .. 839,045 78
Northwest Gas and Electric Company....	
Northwest Corporation	
Waitsburg Electric Company.....	22,500 00
Huntsville Light Company.....	1,500 00
Dayton Electric Company.....	64,878 58
Tuccannon Power Company.....	36,240 73
Klickitat Light and Power Company.....	32,875 82
Husum Power Company.....	23,921 64
Pacific Power and Light Company.....	1,901,727 57
Total.....	\$4,130,950 41

The company contends that the figure \$5,563,459.10 more represents the cash invested in property than does the figure \$4,130,950.47, basing their contention chiefly on the fact that many of the old books were missing, that there are no records of the Walla Walla Gas and Electric Company and the records of the Waitsburg Electric Company and the Huntsville Light Company were very incomplete. The finding of the exact original cost of a utility property is usually surrounded with many difficulties and it is very seldom that commissions and engineers can from the old records of the company clearly establish the original cost, and the Commission realizes that in this case there may have been various expenditures made in the early years of some of the companies taken over which are not susceptible of accurate determination. Therefore the Commission is of the opinion and so finds that the cost of the property taken over by the present company not including working capital, development cost, water power value, but including the expenditures made by the present company since reorganization is at least \$4,130,950.41.

IX.

The following is the cost of reproduction as found by the Commission's engineer and the company's engineer:

	Burroughs	Hogge
Real estate	\$305,874 00	\$312,900 00
Buildings, fixtures and grounds.....	203,615 00	189,800 00
Hydraulic power works.....	789,097 00	941,300 00
Plant and substation equipment.....	692,181 00	706,000 00
Transmission and distribution systems....	1,391,240 00	1,623,200 00
Overhead charges on above.....	615,263 00	692,100 00
Stores and working capital.....	254,885 00	223,200 00
Total.....	\$4,252,155 00	\$4,688,800 00

The Commission finds the cost of reproduction to be as follows:

Real estate	\$309,000 00
Buildings, fixtures and grounds.....	195,000 00
Hydraulic power works.....	870,000 00
Plant and substation equipment.....	700,000 00
Transmission and distribution systems.....	1,465,000 00
Overhead charges on above.....	646,000 00
Stores and working capital.....	255,000 00

Cost of reproduction.....\$4,440,000 00

From this figure \$4,440,000.00 there should be deducted the following property which the Commission considers not used or useful in generating service:

Real estate	\$69,000 00
Dayton power plant.....	30,000 00
Unused equipment	60,000 00
Portland office	24,000 00
Kennewick stores	97,000 00

Total deductions \$280,000 00

This leaves a total cost of reproduction less unused property of \$4,160,000.00. The cost of reproduction new less depreciation is \$3,160,000.00. These amounts do not include anything for development or going value, nor water power value. Mr. Burroughs calculates development cost to June 30, 1913, as \$183,383.00, but in arriving at this figure he used as a basis the cash invested in the property as shown by the books of the various companies. On the same basis, adding five per cent. of the cash invested as shown by the books to the investment in stores and working capital, the development cost to June 30, 1913, would be \$290,000.00. Mr. Gray estimates the development cost of the property since its acquisition by the company as \$92,000.00. Mr. Hagenah estimates the development cost or going value to be \$635,000.00.

X.

The four engineers, Messrs. Hagenah, Burroughs, Gray and Ross, gave testimony as to the value of the water powers owned by the company and each arrived at his conclusions by following methods more or less known to commissions and engineers as means of measurement of water power values. Mr. Burroughs used what is termed "capitalized annual savings method;" Mr. Ross used the "steam engine comparison method;" Mr. Gray adopted the method used by Mr. Burroughs but applied it differently; Mr. Hagenah used what might be termed the "supply and demand method." All of the above methods were fully explained in the testimony in this case. The results arrived at by each engineer is as follows:

Hagenah	\$700,000 00
Burroughs	000,000 00
Gray	652,033 00
Ross	000,000 00

The question of whether water rights should be valued in making cases, if value exists, has apparently been definitely determined in the affirmative in the case of *San Joaquin and Kings River Canal and Irrigation Company, Incorporated, vs. County of Stanislaus*, decided in April, 1914, by the Supreme Court of the United States. This is a case involving the question of the value of water rights and Justice Holmes who rendered the opinion says:

"The roadbed of a railroad is devoted to a public use in a strict sense, yet the title of the railroad remains, and the use, though it may be demanded, must be paid for. In this case it is said that a party who appropriates the water was appropriated before the Constitution went into effect, that a suit now is pending to condemn more as against a riparian proprietor, for which of course the plaintiff must pay. It seems unreasonable to suppose that the Constitution meant that if a party instead of using the water on his own land, as he may, sees fit to distribute it to others he loses the rights that he has bought or lawfully acquired. Incurring to the fact that in every instance only a few specified individuals get the right to a supply, and that it clearly appears from the latest statement of the Supreme Court of California, *Palmer v. Railroad Commission*, January 20, 1914, that the water when appropriated is private property, it is unreasonable to suppose that the constitutional declaration meant to compel a gift from the former owner to the user and that in dealing with water 'appropriated for sale' it meant that there should be nothing to sell."

XI.

The earnings and operating expenses for the year 1912 are as follows:

Gross earnings	\$653,651 09
Operating expenses	286,718 70
Net earnings, not including depreciation and interest	\$366,932 39

The earnings and operating expenses for the first six months of the year 1913 are as follows:

Gross earnings	\$319,565 97
Operating expenses	154,618 35
Net earnings, not including depreciation and interest	\$164,947 62

XII.

After a full consideration of all the testimony in this case, taking into consideration all the elements of valuation provided by the statute and considering and including the value of the water rights, the Commission finds a fair value of the property used and useful as a going concern on June 30, 1913, to be the sum of \$4,700,000.00.

No. 1800.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
WASHINGTON WATER POWER COMPANY, *Defendant*.

Valuation proceedings instituted October 29, 1914. Appraisal in
ress. Pending.

No. 1814.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
PUGET SOUND ELECTRIC COMPANY, A CORPORATION, *Respondent*.

Cause involves service at Jovita. Settled and dismissed.

No. 1851.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
EVERETT TRADES COUNCIL ET AL., *Complainant*, v. EVERETT RAILWAY,
LIGHT & WATER COMPANY, A CORPORATION, *Defendant* (PUGET SOUND
INTERNATIONAL RAILWAY & POWER COMPANY SUBSTITUTED AS *De-*
endant).

Complaint filed January 6, 1915, *re* charges for electricity and
r at Everett. Hearing was had at Everett March 23, 1915. Pend-

No. 1854.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
J. H. McLENNAN ET AL., *Complainant*, v. WASHINGTON WATER POWER
COMPANY, *Defendant*.

Complaint filed February 6, 1915, *re* excessive electric rates.
Action pending, awaiting valuation of property of defendant com-

No. 1862.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
PACIFIC POWER & LIGHT COMPANY, *Defendant*.

Complaint filed March 2, 1915, *re* rates for light and power.
Hearings were held at North Yakima May 6 and September 28,
Pending.

No. 1874.

Petition of Elmer M. Hayden, Receiver of Washington-Oregon
pany.

Petition was filed February 24, 1915, asking approval of the Com-
mission of an agreement between the receiver and the Independent
Electric Company for settlement of claims for furnishing electric cur-
to the Kelso Water Works. Pending.

No. 1935.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
HENRY L. ALLDIS, *Complainant*, v. ELMER M. HAYDEN AS REPRESENTATIVE OF
WASHINGTON-OREGON CORPORATION, *Defendant*.

Complaint filed June 29, 1915, re power rates at Chehalis. Hearing held at Chehalis July 28, 1915, at which time the city of Chehalis joined in and adopted the petition of petitioner. Order entered August 17, 1915, as follows:

IT IS THEREFORE ORDERED, That Supplement No. 1 to Tariffs heretofore filed with the Commission, be and it is approved and the supplement became effective on the 21st day of June, 1915, ever since has been and now is in full force and effect.

IT IS FURTHER ORDERED BY THE COMMISSION, That jurisdiction in this matter be and is retained by the Commission for the period of six months.

No. 1975.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
F. H. LUHMANN ET AL., *Complainant*, v. PACIFIC POWER & LIGHT COMPANY, *Defendant*.

Complaint filed September 16, 1915, re extension of electric line to White Bluffs. Pending.

No. 1978.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
MAYOR AND COUNCIL OF TOWN OF MARCUS, *Complainant*, v. MARCUS LIGHT & WATER COMPANY, *Defendant*.

Complaint filed October 2, 1915, re water and electric rates at Marcus. Pending.

Orders were issued by the Commission permitting tariffs to become effective on less than statutory notice in the following cases:

No. 2323.

Bremerton-Charleston Light & Fuel Company. Reduction in lighting rate and cash discount.

No. 2329.

Jim Creek Water, Light & Power Company. Reduction in commercial lighting meter rates.

No. 2354.

Puget Sound Traction, Light & Power Company (Seattle Division). Reduction in lighting rates for residences, schools, halls and churches.

No. 2355.

Luget Sound Traction, Light & Power Company (Seattle Division).
Reduction in certain commercial lighting rates.

No. 2356.

Luget Sound Traction, Light & Power Company (Seattle Division).
Reductions in power rates.

No. 2357.

Luget Sound Traction, Light & Power Company (Seattle Division).
Reduction in certain optional commercial lighting rates.

No. 2360.

Seattle Lighting Company. Reduction in rate on gas for free
demonstration and education in domestic science, manual or other

No. 2372.

Marine Light & Water Company. Reduction in certain rates for
cooking and heating; also substituting rules governing same.

No. 2428.

Pacific Power & Light Company. Reduction in cooking rates in
city of Washington.

No. 2432.

Luget Sound Traction, Light & Power Company (Seattle Division).
Adding additional Mazda lamp service to optional rate for public
buildings.

No. 2431.

Bremerton-Charleston Light & Fuel Company. Consolidation of
electric light and power rates in the towns of Bremerton, Charleston,
Port Orchard and Port Orchard, Wash.

No. 2490.

Luget Sound Traction, Light & Power Company (Seattle Division).
Adding additional Mazda lamp service to optional flat rate for com-
mercial lighting.

No. 2491.

Luget Sound Traction, Light & Power Company (Seattle Division).
Adding additional Mazda lamp service to Commercial lighting rates.

No. 2492.

Luget Sound Traction, Light & Power Company (Seattle Division).
Adding additional Mazda lamp service to optional rate for theaters.

**POSITION OF CASES DECIDED AND STATUS
PENDING CASES AFFECTING WATER
AND IRRIGATION COMPANIES.**

No. 868.

**PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
CITY OF MALDEN, *Defendant*, v. MALDEN WATER WORKS COMPANY, *Complainant*.**

On stipulation of the parties to the above entitled proceeding, the Commission, January 29, 1915, entered an order modifying the order entered in the proceeding on August 5, 1913, and November 30, 1914, in respect to the improvements to be made by the company in its water supply system in the town of Malden.

No. 1665.

**PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE TOWN OF NEWPORT, *Complainant*, v. NEWPORT WATER COMPANY, *Defendant*.**

Complaint filed February 9, 1914, charging undue preference and discrimination, and that the charges are unjust, unfair and unreasonable.

December 28, 1914, the Commission was advised that the charges had been compromised, and a stipulation of dismissal had been entered.

Order of dismissal entered into December 29, 1914.

No. 1743.

**PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE TOWN OF EPHRATA, A MUNICIPAL CORPORATION, v. L. H. PRUITT,
AND EMMA PRUITT, HIS WIFE, *Defendants*.**

Complaint filed January 25, 1914, involving water service. Hearing at Ephrata July 29, 1915. Decision pending.

No. 1773.

**PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
JAMES W. GOSS AND ROSA GOSS, HIS WIFE, *Complainant*, v. MEADOW
FALLS LIGHT & WATER COMPANY, *Defendant*.**

Complaint was filed September 8, 1915, attacking the reasonableness of the rates for water, and charging discrimination. The Commission rendered its findings and order May 29, 1916, as follows:

I.

That James W. Goss and Rosa Goss, his wife, are residents of the town of Metaline Falls and are the owners and occupants of property said town.

II.

That the Metaline Falls Light & Water Company is a corporation engaged in furnishing light and water to consumers in and for Metaline Falls, Washington, an incorporated town, and is a public service corporation coming under the jurisdiction of this Commission.

III.

The gist of the complaint against the defendant company is that complainants are charged \$8.50 per month for water, which is \$3.50 per month more than other consumers are paying for a like service, which is unreasonable and discriminatory.

IV.

That the company does not furnish sufficient water pressure for fire protection.

V.

That the plaintiffs have been put to an expense of \$437.44 in court proceedings relative to this complaint and request that the defendant company be required to refund said amount. Inasmuch as this is a matter for the courts to determine, rather than this Commission, this complaint of the complaint will be dismissed.

VI.

The tariff of the defendant company on file with the Commission describes the following rates:

Dwellings, each	\$1.50 per month
Hotel with bar room.....	5.00 per month
Hotel, no bar room.....	3.50 per month
Saloon	5.00 per month
Restaurant	3.50 per month
Boarding houses	3.50 per month
Barber shops	3.50 per month
Stores or meat markets.....	2.00 per month
Stores with meat market in connection...	3.50 per month
Stables or barns.....	1.50 per month

A charge of 50 cents for each horse will be made.

All rates are flat rates, payable monthly in advance in the office of the company.

When more than one family occupies a house or dwelling, a charge of \$1.50 per month for each family will be made.

VII.

The plaintiffs own a two-story frame building, on the lower floor of which is conducted a saloon and on the upper floor there are five small rooms used as bedrooms. To the main building is attached a

smaller building in which is conducted a restaurant. The p also occupy the rooms as living quarters.

VIII.

As evidence of the discrimination practiced by the company plaintiffs cite the following business places, in which it is contended that the service rendered is similar to that of plaintiffs and for which the company is receiving a lesser rate:

A. D. Baker, saloon with rooms upstairs and pool hall, with hall and dwelling rooms upstairs, pays	\$5.00 per mo
Nick Kosanovich, saloon, with boarding house, pays	5.00 per mo
Swanson Brothers, hotel building, 36 rooms, one room on first floor occupied by a bank; two rooms used as restaurant, pay.....	5.00 per mo

IX.

The defendant company has, all told, forty-three water consumers made up as follows:

City of Metaline Falls.....	\$35.00 per mo
30 dwellings	1.50 per mo
4 saloons	5.00 per mo
6 customers, such as hotels, boarding houses, barber shop, etc.....	3.50 per mo
1 customer	2.50 per mo
1 customer	2.00 per mo

X.

The place occupied by Nick Kosanovich, cited by complainant, is a saloon on the lower floor of the building for which he is charged \$5.00 per month for water. The upper floor is used as a sort of boarding quarters, where a number of workmen, ranging in number from ten to twenty, who have clubbed together and do their own cooking. No water rent is collected from these parties.

At the A. D. Baker place there is conducted a saloon for which a charge of \$5.00 per month is made for water. The upper floor is used as a rooming house, hall and living quarters, for which no water rent is charged.

At the Swanson place there is conducted a saloon and restaurant for which a charge of \$8.50 is made. In this building there are also overhead for which no water rent is paid.

XI.

It seems clear to the Commission that the company is charging its customers in accordance with its tariff now on file. It is the opinion of the Commission, however, that the tariff itself is not sufficient

to insure that each user of water will pay in proportion to the service rendered and we are of the belief that a tariff of finer classification should be filed in lieu of the company's present one.

XII.

The testimony regarding the water pressure for fire protection was to the effect that there had been an inefficient pressure in the past, but the testimony of the mayor and other citizens indicates that at the present time the pressure is satisfactory.

XIII.

The complainants state in their complaint, and the testimony was to the effect, that the defendant company had failed to file its tariff with the Commission in accordance with law and did not so file its tariff with the Commission until March 28, 1913. The public service tariff became effective June 8, 1911, and many of the companies, especially the smaller ones, such as this, apparently were not familiar with the requirements of the act and did not comply with the provisions thereof until their attention was called to the requirements by notice from the Commission. Under the circumstances we do not feel that the company should be penalized for this seeming delinquency, inasmuch as its tariff was filed on March 28, 1913, and has been in effect since that date.

From the foregoing findings the Commission does now make the following

ORDER.

The defendant company is hereby ordered to file with the Commission within twenty days from the service of this order, a tariff superseding Tariff No. 1, now on file with this Commission, said tariff to be made in accordance with the classification adopted by the Commission for flat rates for water service, the basic charge in said tariff to be such that the revenues derived therefrom, as a whole, will not exceed the present revenues of the company. All other parts of the complaint not in conflict with this order are hereby dismissed.

No. 1779.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF F. R. CRAWFORD AND M. D. HAYNES, AS RECEIVERS OF THE EMPIRE LIFE INSURANCE COMPANY, *Complainant*, v. VERA ELECTRIC WATER COMPANY, *Defendant*.

Complaint was filed September 9, 1914, regarding rates for water service. Hearing was held April 12th at Spokane. No appearance having been made by the complainants at the hearing an order of dismissal was entered.

No. 1803.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE CITY OF BREMERTON, A MUNICIPAL CORPORATION OF THE
CLASS, *Complainant*, v. THE GARRISON FISHER COMPANY, A CO-
OPERATION, COMMONLY KNOWN AS THE BREMERTON WATER COMPANY,
Defendant.

Complaint was filed October 17, 1914, and hearing was held at
Bremerton December 7, 1914. April 26, 1915, the Commission entered
findings and order. The principal contentions of the complaint were
to the effect that defendant company is not following the franchise
provisions in regard to its charges for service connections and
rates. The Commission holds that the statute does not vest in the
commission jurisdiction to enforce the provisions of a franchise contract.
On the third cause of complaint, inaccurate meters, test by the Com-
mission engineer of the meter complained of showed that the meter
measured 99.3 per cent. of water passed, which is well within the 1%
variance allowed under the Commission rule. For the reasons stated
the case was dismissed.

No. 1812.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE MAYOR AND COUNCIL OF CASTLE ROCK, *Complainant*, v.
KALMBACH, PROPRIETOR CASTLE ROCK WATER WORKS, *Defendant*.

Complaint was filed October 31, 1914, asking suspension of service
filed February 21, 1914. Suspension order for 90 days issued October
31, 1914. Complaint withdrawn December 1, 1914, by complainant.
Order of dismissal entered.

No. 1834.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
BEN E. THOMAS, *Complainant*, v. STRATFORD IRRIGATION COMPANY,
CORPORATION, *Defendant*.

Complaint filed October 22, 1914, re irrigation service. Hearing
held April 6, 1915, at Wilson Creek. Dismissed at request of
complainant, December 17, 1915.

No. 1844.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
WILLIAM H. MURRAY AND GRACE P. MURRAY, *Complainants*, v.
ROW IMPROVEMENT CO. AND J. S. WITTHROW, THE HOLDERS OF THE
JOINT STOCK IN SAID CORPORATION, *Defendants*.

Complaint filed January 11, 1915, for extension of water service.
Hearing was had at Withrow April 8, 1915, and findings and order
entered as follows:

I.

The complainants, William H. Murray and Grace P. Murray, are tenants and owners of property in the town of Withrow, Washington.

II.

The Withrow Improvement Company is a corporation engaged in business of furnishing water for domestic use to the inhabitants of town of Withrow, and as such, is a public service corporation coming within the jurisdiction of this Commission.

III.

The capital stock of the company is 4000 shares, of a par value of \$1.00 per share, all but one share being owned by J. S. Withrow.

IV.

The company holds a franchise granted by the Board of County Commissioners of Douglas County, running fifty years from June 4, 1889, granting the company the right to lay mains for the purpose of supplying the residents of the town of Withrow with water for domestic and commercial purposes, and to lay sewer pipes on the streets of said town.

V.

The object of the complaint is to compel the defendant company to lay a water main on Main street in said town of Withrow, from a point on the northerly side of Second Avenue at the junction of Second Avenue and Main Street in such manner as to place water at the curb line in front of plaintiff's property and also to establish a just and equitable rate for water used by the inhabitants of said town.

VI.

Withrow is a small town situated on the Mansfield branch of the Northern Railway, on a plateau several hundred feet above the level, is surrounded by farming lands, is considerable of a wheat raising point; the population of the town is about 100; the only means of getting water for domestic use is from wells and necessitates drilling to a depth of 300 or more feet.

It appears from the testimony that a few of the citizens, realizing the necessity of securing water, organized a corporation known as the Withrow Improvement Company, for the purpose of drilling a well. They were unable to collect on a part of the subscription for stock and a considerable debt was incurred and respondent J. S. Withrow bought the stock of the company at fifty cents on the dollar, with the payment of one share, assumed the indebtedness of the company and proceeded to operate the plant. The testimony of C. A. Porter, an accountant who made an investigation of the company's books, was to the effect that about \$5,900 had been expended on the system. The testimony of Mr. J. L. Kelley, the principal merchant of the town, who is quite familiar with the early financial history of the company, was to the effect that the expenditures were, he thought, a little higher than

necessary and that \$5,000 would be nearer the value of the plant. Murray, one of the complainants testified that in his opinion the amount shown by the statement was approximately correct as to the amount spent, but was of the opinion that the plant could be reproduced at a less expenditure.

VII.

Mr. Porter testified that the total gross revenues for the 21 months prior to February 1st, 1915, was \$1,883.04, and the total operating expenses for the same period was \$1,491.05, and that the amount he found to be the operating expenses for said period did not include any part of the plant expense.

VIII.

The plant consists of one well 542 feet deep, with six inch pipe; two lots 50 by 140 feet; one International Harvester Pump; one International Harvester Gasoline Engine of eight horse power capacity in concrete; one 30,000 gallon tank 16 feet high and 18 feet diameter, built of fir and metal stripped, set upon a tower, the top part of which is used for a tool house, with an engine room adjacent; there is also located in the tower a room fitted with modern bathroom and toilet; the above, together with the mains and fixtures, tools, etc., comprises the property of the company, all of which is in comparatively new condition.

IX.

From an observation of the property and a study of the cost data pertaining to such construction, the Commission is of the opinion that the plant could not be reproduced for less than \$5,000.00.

X.

The probable cost of making the extension would be in the neighborhood of \$375, and at the present time there is not to exceed 10 prospective water users who might use water from said extension.

XI.

The Company has about 25 water users and the charges to different consumers vary in accordance with the number of persons in the household; the average price for two in the family, not including children is \$2.00 per month, and where there are three in the family a charge of \$3.00 is made, and the metered service is ten cents per barrel.

A charge of ten cents per barrel is also made for those living in town, who take water from the well direct, and five cents per barrel for those living in the country who have to haul the water, which in some instances is several miles. There is also a public water trough on the street where farmers and grain haulers water their animals. The convenience is paid for by the merchants of the town in the sum of \$100 per month for five months in the year.

The public school is also furnished with water, having its own service pipes connecting with the mains of the company.

Cases Affecting Water and Irrigation Companies

From a comparison of the water rates charged and the amount received it appears that an unusually large per cent has not been collected, either through bad debts or otherwise, being a difference of approximately 17 per cent as between the amount charged and the amount collected.

CONCLUSIONS.

It is apparent to the Commission that there is considerable water being pumped from the well for which no adequate compensation is being made and the company cannot hope to make operating expenses without some closer regulation of its business. The rates charged the company are not kept in accordance with the classification by the Commission and we also find that no schedule of charges or rules and regulations have been filed with the Commission as required by the Public Service act.

The testimony indicates that discrimination exists apparent in the method used in making the charge for water consumed. It is the opinion of the Commission that the revenue received from the sale of water, taken as a whole, is not exorbitant; we believe that a properly adjusted tariff and a more strict attention to the collection of the tariff rates, will yield a sufficient revenue to pay operating expenses and some return on the capital.

As to the matter of the extension of the main, which was the cause of complaint, the Company has made the following proposition to the complainant; to-wit: The Company will extend the main from Second street to a point across the street where the intervenor desires to procure water, providing, that the intervenors and their agent will dig a three foot ditch, at a cost not to exceed thirty cents per foot, and be repaid for such digging by a credit to water rental. It is the opinion of the Commission that the proposition offered by the Company should be accepted by the complainants and intervenors, in view of the fact that the company is not in a financial condition to make the expenditure necessary to make the extension prayed for; the Commission should, however, allow interest at the rate of 6 per cent per annum upon the amount so advanced.

There was evidence submitted that the meter installed at Mr. [redacted]'s residence might be registering inaccurately. The Commission have this meter tested in accordance with the rules of the Commission for testing such meters.

THE ORDER OF THE COMMISSION WILL BE AND IS THAT the defendants submit to the Commission a tariff naming its rates to be charged, and comply therewith in accordance with the schedule adopted by the Commission. That the defendant Company arrange and keep its accounts in accordance with the classification of accounts as adopted by the Com-

mission and an accurate account of all revenue and disbursements to be shown therein.

3. That no free water or water at reduced rates be furnished, except as provided by law. (See Sec. 29, Chap. 117, Session Laws 1911, being the Public Service Commission Act.)

4. That the defendant company in its tariff specifying number in family, shall include children as part of said family.

5. That the meters connected with the Company's system shall be kept in such manner that water users may have an opportunity of reading same.

No. 1889.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PACIFIC POWER & LIGHT CO., *Defendant*.

Complaint filed March 25, 1915, *re* extension water mains at North Yakima. May 15, 1915, hearing was had at North Yakima. Extension made by Company.

No. 1925.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF CHAS. C. CULP, *Complainant*, v. BURBANK CO., A CORPORATION, *Defendant*.

Complaint filed June 3, 1915, *re* irrigation rates and service. Petition in intervention filed July 7, 1915, by Burbank Water Users Association. Pending.

No. 1934.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF CITY OF CHARLESTON, *Complainant*, v. GARRISON FISHER CO., *Defendant*.

Complaint filed June 30, 1915, *re* water service at Charleston. Hearing was had at Charleston September 17, 1915, and after conference was held between complainant and respondent, through their respective representatives, an agreement was made, by the terms of which an order should be entered in this proceeding requiring respondent to lay a water main on Olympic Avenue between Olive Street and Burwell Street in said city of Charleston and to connect same with the eight-inch main on Olive Street and the eight-inch main on Burwell Street. Also a main on Aryon Avenue between Olive Street and Burwell Street in the city of Charleston and to connect such main with the eight-inch main on Olive Street and the eight-inch main on Burwell Street. The application of the city for an order requiring the connection of a main on Montgomery Avenue in said city to be denied.

at Walla Walla September 10, 1915, and adjourned for further information and to allow company to search for additional water supply.

No. 1989.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
STON OKANOGAN APPLE CO., A CORPORATION, WALTER MAY AND F. C.
AHAM, *Complainants*, v. PLEASANT VALLEY IRRIGATION & POWER
CO., *Defendant*.

Complaint filed October 25, 1915, re inadequate water supply and im-
distribution, irrigation. Pending.

No. 2877.

Petition of Washington Public Service Company. Special rate to
consumers permitted to become effective on less than statutory

**DISPOSITION OF CASES DECIDED AND STATUS
PENDING CASES AFFECTING TELEPHONE
COMPANIES.**

No. 135.

**THE RAILWAY COMMISSION OF WASHINGTON, ON THE RELATION
CITY OF SPOKANE, *Complainant*, v. PACIFIC TELEPHONE & TELEGRAPH
Co., *Defendant*.**

This complaint, involving rates, was filed May 18, 1910. Hearing was held at Spokane, November 14, 1913, and subsequently the parties in interest filed briefs. Decision was postponed pending the telephone investigation involving valuation, service and rates. Pending.

No. 1516.

**THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION
LOWER NACHES TELEPHONE Co., *Complainant*, v. PACIFIC TELEPHONE
& TELEGRAPH COMPANY, *Defendant*.**

Complaint filed June 24, 1913, *re* rates. Hearing at North Bend, November 14, 1913, and June 13, 1914. The cause involved reduction of former line switching charge. During the hearing it developed that an equitable decision would necessarily be based on the finding of Pacific Telephone & Telegraph Company valuation. Pending.

No. 1590.

**THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION
THE PHINNEY AVENUE IMPROVEMENT CLUB, *Complainant*,
PACIFIC TELEPHONE & TELEGRAPH COMPANY, *Defendant*.**

Complaint was filed alleging that the prefix "Ballard" to telephone numbers in the district represented by the complainant caused inconvenience and damage to the subscribers in such district. Hearing was held and testimony taken.

January 6, 1915, the Commission made findings and orders as follows:

"Ballard" is the name of a city, now a part of the city of Seattle, which is noted for its manufacture of lumber and shingles. "Phinney Avenue" is a residential portion of the city of Seattle. It is contended by the plaintiff that the use of the prefix "Ballard" in the Phinney Avenue district prevents the sale of property. The defendant contends that the word "Ballard" is an excellent prefix; that it is easy to pronounce, and it also appears from the evidence that it is difficult to select a word adapted to use as a telephone prefix. It is further shown by the defendant company that to change the

require an expenditure on their part of about Twelve Hundred dollars. Certain residents of the city of Ballard testified that they preferred the word "Ballard" as a prefix, and that it would impose an expense upon them to have the prefix changed; they also testified that residential portions of the city of Ballard were more desirable than any other portions of the city of Seattle. It also appeared that if this change were made other residents in the city would have reason to ask for the same relief. It also appeared that a greater proportion of the residents of the district where the prefix "Ballard" is used prefer the word "Ballard" as a prefix.

It is the opinion of the Commission that the selection of a prefix for a telephone company is a matter of business management with which the Commission has no right to interfere, unless the word chosen should be offensive. The name "Ballard" is borne by one of the best and most respected families in Seattle. The city of Ballard is the residence of many of our most respected citizens. While it is true that Seattle is a manufacturing city, it has its residential portion which commands a view of Puget Sound and the Olympics unexcelled by any other portion of Seattle. We do not believe that the word "Ballard" is offensive to anyone in the sense which would warrant this Commission in ordering a change.

It is THEREFORE ORDERED, That the complaint herein be, and it is, dismissed.

No. 1741.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
W. H. WIEMAN, Complainant, v. RICHMOND BEACH TELEPHONE COMPANY, Defendant.

On July 1, 1914, the plaintiff filed a complaint against the Richmond Telephone & Power Company, alleging that the rates effective July 1, 1914, were excessive, exorbitant, and extortionate, and unduly oppressive. Prior to July 1, 1914, the defendant company charged a flat rate. By the schedule of July 1, 1914, the flat rate was changed to a toll rate beyond an exchange radius of one-half mile, and between Richmond Beach and the city of Seattle. October 5, 1914, the defendant company filed its answer, denying the allegations of the complaint and alleging affirmatively that the company had never paid any rates; that the service under a flat rate with the exchange at Seattle was unsatisfactory; that by operating under a flat rate it was unable to afford satisfactory service without building additional connections, and that the company had no money with which to purchase such additional trunks. That the service between Richmond Beach and Seattle was a toll service, and that such service was justifi-

On the 23d day of October, 1914, an amended complaint was filed, and the Pacific Telephone & Telegraph Company made a party defend-

THE COMMISSION ORDERS, That the Richmond Beach Telephone & Company do, within twenty days from date of service of this order, cancel the rates and charges named in its Tariff No. 2, above referred to, and reinstate in lieu thereof the rates, charges and service set out and specified in its Tariff No. 1, and supplements thereto, in conformity with this Commission; *Provided*, That said company may, if it desires, amend such tariff limiting the conversations to five minutes duration; said rates to be and remain in effect until this Commission shall have completed its investigation of the properties of the Richmond Beach Telephone & Telegraph Company in the State of Washington, at which time a further order in this case will be entered establishing just and reasonable rates and service for said Richmond Beach Telephone & Power Company.

No. 1791.

the matter of the adoption, promulgation and issuance of rules and regulations governing method of collection of accounts for local and long distance service by telephone companies subject to

the provisions of Chapter 117, of the Session Laws of 1911, of the State of Washington, and Relating to security for installation of instruments or other purposes.

September 24, 1914, on its own motion the Public Service Commission of Washington entered an order promulgating rules and regulations the same upon all telephone companies which had filed tariffs with the Commission.

August 20, 1915, after full hearing and investigation, the Commission made the following order and adopted the following rule.

It Is ORDERED, That the practice of requiring a deposit, cancellation fee, or any money, as a condition precedent to service of a telephone company in this state, other than as provided by law, is hereby cancelled, vacated and set aside as unreasonable and oppressive, and telephone companies in this state are ordered and directed to continue said practice and to return to all persons heretofore having made such deposits, or any deposit, as a cancellation fee as a condition precedent to service or otherwise, all money now in its possession, heretofore or hereafter claimed by it in the manner aforesaid, within twenty (20) days from the date upon which this order becomes effective.

RULE I.

No cash deposit or other security for the installation of instruments, for the payment of accounts for local exchange service or long distance service between points in the State of Washington or for any other purpose, shall be required of any telephone subscriber by any telephone company owning, operating or managing any telephone line or part of telephone line used in the conduct of the business of affording telephonic communication for hire within the State of Washington: *Provided*, That deposit may be required for any long distance call originating at a pay station.

RULE II.

Any telephone company may exact from any subscriber a monthly rental in advance at the time of ordering service, such rental shall in no case to exceed the sum of \$5.00; if the service charge shall exceed the sum of \$5.00 per month, the patron shall pay the excess month to month in advance. If the service charge shall not exceed the sum of \$5.00, the portion not absorbed in the first month shall be applied upon the succeeding month's rental, and the patron shall thereafter pay from month to month in advance. No payment shall be exacted from a patron of the company on account of change of residence or phone. The company may discontinue service of any subscriber and discontinue such subscriber's service after the expiration of ten days from the date on which any payment for local exchange service or long distance service becomes

(in advance or otherwise) when any such account remains under the expiration of ten days from said date.

The foregoing order became effective, as to the Pacific Telephone and Telegraph Company, on September 17, 1915, and as to other common subsequent dates, service having been acknowledged by the telephone companies doing business in the state, between September 27, 1915, and September 15, 1915. Date effective as to any other company will be stated on application to the Commission.)

No. 1792.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF A. W. WATTS, *Complainant*, v. PUGET SOUND INDEPENDENT TELEPHONE COMPANY, A CORPORATION, *Defendant*.

Complaint filed September —, 1914, re telephone service McMurray Station. Hearing was had at Seattle October 30, 1914, and adjourning pending an opinion from the Attorney General whether the Commission has jurisdiction to compel the company to extend its lines a distance of five miles to the town of McMurray.

On November 28, 1914, the Attorney General rendered an opinion in the following terms:

"From the fact that line of the Puget Sound Independent Telephone Company does not reach into McMurray, it is apparent that the conditions imposed by the statutes are not met. Until the conditions provided for in the statute are found to exist the Commission cannot make the order suggested."

No. 1799.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF J. A. PETITLER, *Complainant*, v. THE HICKSVILLE WHEELER TELEPHONE COMPANY, A CORPORATION, *Defendant*.

Complaint filed October 3, 1914, charging excessive telephone rates at Wilson Creek. Hearing had at Wilson Creek April 6, 1915. On the fact there are only one or two subscribers on 18 miles of line and same being in depreciated condition, it was apparent to the Commission that no relief could be given complainant. Negotiations are pending between citizens of Wilson Creek and the Pacific Telephone & Telegraph Company to repair the line and secure more service.

No. 1810.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. THE PACIFIC TELEGRAPH & TELEPHONE COMPANY, *Respondent*.

Application proceedings instituted November 5, 1914. Appraisal in progress. Pending.

No. 1822.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
HOME TELEPHONE COMPANY OF SILVER CREEK, *Complainant*, v.
WARRIERS INDEPENDENT TELEPHONE COMPANY OF SALKUM.

Complaint filed November 30, 1914, involving division of
rates. Action postponed at request of complainant. Pending.

No. 1825.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
PACIFIC TELEPHONE & TELEGRAPH COMPANY, *Defendant*.

Complaint filed October 12, 1914, challenging all toll and ex-
change rates. Pending.

No. 1828.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
MAYOR, COUNCIL AND CITIZENS OF CASTLE ROCK, *Complainant*, v.
NORTHWESTERN LONG DISTANCE TELEPHONE COMPANY, PACIFIC
TELEPHONE & TELEGRAPH COMPANY AND CASTLE ROCK HOME TELEPHONE
COMPANY, *Defendants*.

Complaint filed December 9, 1914, *re* consolidation of toll
exchanges.

November 15, 1915, it appearing to the Commission that the
subject-matter of the above entitled proceeding had been satisfactorily
adjusted, order of dismissal was entered.

No. 1842.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
HOME TELEPHONE COMPANY OF SILVER CREEK, *Defendant*.

Complaint filed January 2, 1915, and order issued suspending
90 days proposed tariff. Adjusted and closed.

No. 1852.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
C. E. WARSING, *Complainant*, v. PACIFIC TELEPHONE & TELEGRAPH
COMPANY, *Defendant*.

Complaint filed February 2, 1915, for installation of toll
service. March 30, 1915, telephone installed and case closed.

No. 1904.

PUBLIC SERVICE COMMISSION OF WASHINGTON, Complainant, v.
ELLENSBURG TELEPHONE COMPANY, Defendant.

Complaint filed April 13, 1915, re rates. Pending determination
of general telephone investigation.

No. 1933.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
CITY OF EVERETT, A MUNICIPAL CORPORATION, Complainant, v. PUGET
SOUND INDEPENDENT TELEPHONE COMPANY, AND PACIFIC TELEPHONE

Complaint filed June 23, 1915, re physical connections. Pending.

No. 1957.

Commission of White Bluffs & Columbia River Telephone Company
petition to consolidate the telephone exchanges of White
Bluffs and Hanford and to rearrange and increase rates.
Petition filed August 16, 1915. Hearing held September 1, 1915.

No. 1967.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
F. GERARD, Complainant, v. PACIFIC TELEPHONE & TELEGRAPH
COMPANY, Defendant.

Complaint filed September 4, 1915, re installing phone at North
Bellingham. Hearing at Bellingham and continued, pending general
telephone investigation.

No. 1971.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
J. L. KATZ, MAYOR OF PORT TOWNSEND, Complainant, v. PACIFIC
TELEPHONE & TELEGRAPH COMPANY, NORTHWESTERN LONG DISTANCE
TELEPHONE COMPANY AND THE CITIZENS INDEPENDENT TELEPHONE
COMPANY, Defendants.

Complaint filed September 9, 1915, re physical connection tele-
phone systems at Port Townsend. December 17, 1915, the following
was entered:

Appearing to the Commission that since the commencement of
the above entitled proceeding a consolidation of telephone exchanges
at Port Townsend has been effected, and the subject complained of
is satisfied,

It is ORDERED, That the above entitled cause be, and the same
is, dismissed.

No. 1983.

**THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE REL
J. E. RAINES, Complainant, v. N. N. BAXTER ET AL., DOING
AS AN UNINCORPORATED TELEPHONE COMPANY, WHOSE TRU
IS UNKNOWN, Defendants.**

Complaint filed September 30, 1915, re refusal to furn
phone service on line near Sultan. Pending.

The Commission issued orders permitting tariffs to be
fective on less than 30 days' notice in the following cases:

No. 2330.

**Granger Telephone & Telegraph Company. To establish
and night rates.**

No. 2527.

**Maple Falls Telephone Company. To establish telephone
addition to telephone service.**

No. 2555.

**Pacific Telephone & Telegraph Company. Reduction in t
for Richmond Beach, Wash.**

POSITION OF CASES DECIDED AND STATUS OF PENDING CASES AFFECTING GAS COMPANIES.

Nos. 1600 and 1601.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE CITY OF SEATTLE, *Complainant*, v. SEATTLE LIGHTING COMPANY,
Defendant.

February 27, 1915, the Commission filed its opinion in the above
consolidated causes as follows:

On the 20th day of October, 1913, the city council of the city of
Seattle authorized and directed the corporation counsel to prepare
necessary papers and make application to the Public Service Com-
mission of the State of Washington, relative to the reasonableness
of the rates, practices and customs of the Seattle Lighting Company
of said city, and the president of the city council was at said
time and place directed and authorized to sign a petition and com-
plaint on behalf of said city council of the said city of Se-
attle that on the 20th day of October, 1913, the said president of
the city council of the said city of Seattle signed a petition and com-
plaint against said defendant company in which it was alleged, among
other things, that the charges and rates demanded and received by
said defendant gas company and certain practices, customs, rules and
regulations of said company were unjust, unreasonable, unfair and
discriminatory and resulted in unjust and unreasonable preference
and advantage to many of the patrons of said defendant company in
Seattle. It was also charged in said petition and complaint that the
defendant company engaged in a general retail business of certain
kinds of merchandise, that said business was not covered or affected
by the franchise owned by said company and is not necessary, or a part
of the public service to the people of Seattle under the laws of the state,
and that the bills for said merchandise were made a charge upon the
bills rendered for gas, and that if the patrons of the company
refused to continue to furnish gas or other public service to
the patrons of the company. It is also charged that a minimum
charge of fifty cents was imposed upon the patrons of the company,
and that said charge is unfair, unjust and unreasonable and excessive
and results in undue and unreasonable prejudice to many of the
patrons of said company. It is also alleged that the company adopted
and serves a rule and practice of charging, imposing and collecting
a penalty from the patrons of the company who fail to pay
bills within ten days after they are rendered, and that said
rule is unfair, unreasonable and unjust. It is also alleged that

the company is in the habit of using "prepay meters" and the use of such meters is unjust, unfair and unreasonable and results in undue and unreasonable preference to some of the patrons of the company.

The defendant company filed its answer denying the allegations of said petition and complaint, except the said company admitted the use of "prepay meters."

That on the same date; to-wit, October 20, 1913, the city of Seattle filed a complaint requesting and petitioning a valuation be made of the property of the said defendant company, which thereafter the said defendant company answered, and upon the 22nd day of January, A. D. 1915, said cases came regularly on for hearing, it having been stipulated by the parties that said valuation No. 1601 and rate hearing and complaint No. 1600 be consolidated. Thereupon evidence was introduced by the Public Service Commission of Washington, by the city of Seattle and by the defendant company, the Commission having heard the arguments of counsel for the respective parties and the Commission being fully advised in the premises now find the facts to be:

First: That the city of Seattle is a municipal corporation of the first class, duly organized and existing under and by virtue of the laws of the State of Washington.

Second: That the defendant company is a public service corporation, engaged in the manufacture, production and distribution and sale of gas within the city limits of the city of Seattle.

Third: That said defendant company is engaged in the sale of merchandise in connection with the transaction of its business, as shown in the advertisement thereof by the sale of gas stoves and fixtures.

Fourth: That it is not true that said company makes a part of its merchandise a part of its bill for gas, or that it refuses to supply gas to persons who have refused or neglected to pay for merchandise. If such practices were followed by the defendant company, they would be forbidden by the Commission.

Fifth: That the defendant company and the city have stipulated and agreed to reduce the minimum charge of fifty cents imposed by said company to twenty-five cents, and that such charge as so reduced is fair, just and reasonable.

No evidence of any other rules, regulations or practices of said company has been presented by said city or by any other party, showing, or tending to show, that any of the rules, regulations or practices of said company are unjust, unfair or unreasonable.

Counsel representing the city of Seattle stated before the Commission in response to a question submitted by the Chairman that there was no evidence which showed or tended to show that the charges by the defendant company were unjust, unreasonable, unfair, or that would justify the reduction of said rates in any particular, and the Commission so finds.

the defendant company at the request of the Commission has extensions in the city of Seattle which were complained of by the city as being in advance of the necessity of the population, and requested the Commission not to consider the expenditures of covering such extensions in the valuation of the property of defendant company. The Commission is of the opinion, and that the company is entitled to have said property valued as a fair value for rate purposes.

the valuation of the property for rate making purposes defendant company contends for the following items of valuation:

1. Cost of reproduction.....	\$7,434,875 00
2. Working capital	290,000 00
3. Bond discount	800,000 00
4. Franchise value	850,000 00
5. Going concern value.....	1,629,000 00
6. Development cost	1,641,199 00

Total.....\$12,645,074 00

the estimated cost of reproduction as found by Mr. Burroughs Mr. Lea is approximately the same, and the Commission finds the sum of \$7,532,787.00 as cost of reproduction.

defendant company has asked the sum of \$290,000.00 for working

Working capital includes stores and supplies. Mr. Burroughs has eliminated from his estimate of working capital the sum \$379.00 invested by the company in lamps, goods and appliances, on the theory that such supplies should not be considered as an element in the valuation for rate making purposes. Mr. Lea has included this item. The total stores and supplies owned by the company at the date of this valuation is the sum of \$150,828.79. The Commission eliminates from the foregoing the sum of \$41,679.00, as suggested by Mr. Burroughs in his testimony, leaving the stores and supplies as an element for rate making in the sum of \$108,649.79. The operating expenses of the company are approximately \$50,000.00 per year and it is our opinion that to allow in addition to the stores and supplies kept by the company the sum of \$50,000.00 as working capital will be a sufficient amount to meet the needs and necessities of the company. The total working capital, including stores and supplies as allowed by the Commission, will therefore be the sum of \$108,649.79.

and discount is the money expended by the company for the purpose of obtaining money with which to construct the plant. The valuation laid down by the courts is that a company is entitled to a reasonable return upon the fair value of property used and in the operation of the plant at the time of the valuation. The Commission is of the opinion that the money expended for the purpose of obtaining money with which to construct the plant does not fall within the rule laid down by the court. This Commission is guided by the rules laid down by the Supreme Court, and this rule

having been so frequently stated by the different courts in v proceedings we consider that it is binding upon us in the v of property for rate making purposes. Both the Commissi pert and Mr. Lea testified that bond discount should not be (Tr. p. 122). We therefore follow the rule laid down by th mission in the case of Browne vs. Pacific Northwest Tracti pany, cause 1539, reported in Commission's leaflet number 38.

The defendant company introduced as "Exhibit F," pag the transcript, a letter from the assessor of King county sta assessed value of the franchise for the years 1907 to 1914 l and introduced in evidence its tax receipts. This was the e dence offered on the subject of franchise value. The weigh thority as laid down by courts and commissions is against th ance of franchise value as a basis for rate making purposes, a if the foregoing evidence could be held sufficient to establi value the Commission would disallow it.

The claim made by the defendant company for "going value," as estimated by Mr. Lea, is disallowed. Mr. Lea c any right on the part of the defendant company to "going value" as an element for valuation for rate making purpos said:

"In the rate making value, the item of going value is by the item of development cost. It is clear that while the going value would be of direct interest to those having to do sale, or purchase, or financing of the company, it is not an l essarily of interest to those having to do with the determin the proper selling price of gas."

We therefore exclude the items of "bond discount," "f value," and "going concern value" and reduce "working cap the sum of \$158,649.79.

The item of development cost is allowed by the Commi the sum of \$1,594,096.

Mr. Lea finds the sum of \$753,370.00 for depreciation; l roughs the sum of \$495,970, and the Commission finds the an be allowed for depreciation in this case as the sum of \$548,170.

The Commission finds, after having considered all of th of valuation provided by our statute, the sum of \$9,126,883. the fair value of defendant's property for rate making purpos is reducing the amount contended for by the defendant com the sum of \$3,518,191.00.

The Commission will make and enter findings of fact cov matters concerning which it is directed by statute to inquire l concerning all matters regarding which evidence has been in in the above numbered causes 1600 and 1601 tending to s value of the property used by the company for the public cony and will make and enter findings of fact in the above n causes 1600 and 1601 and will thereupon enter an order in t going causes.

Following hearing at Seattle December 19, 1914, the Commission entered order as follows:

That the minimum charge of fifty cents, provided for in respondent's tariffs filed with the Commission, is unjust, unreasonable and excessive and that a minimum charge of twenty-five cents is a just, reasonable and sufficient minimum charge.

On the opinion and findings entered by the Commission on February 27, 1915, the Commission found: "Fifth: That the defendant city and the city have stipulated and agreed to reduce the minimum charge of 50c imposed by said company to 25c and that such reduction as so reduced is fair, just and reasonable." Subsequent to the entry of such findings the Seattle Lighting Company requested a rehearing on said question, and after argument thereon the Commission is of the opinion, and finds, that a minimum charge of 25c is fair, just, reasonable and sufficient. In view of the testimony of R. Clise, called by the defendant, appearing at pages 230 to 234, and of the transcript of testimony in this case and of the testimony of Mr. Burroughs, the Commission's engineer, no other findings are justified, and no reason appears why the Commission should reverse the findings heretofore made concerning the minimum charge. WHEREFORE, It Is ORDERED, That the minimum charge of 50c, provided for in the tariffs of the defendant, filed with the Commission and the same hereby is, ordered cancelled and abandoned.

It Is FURTHER ORDERED, That respondent publish and file with the Commission tariffs or supplements naming a minimum charge of 25c in lieu of said minimum charge of 50c, such tariffs to be filed and become effective within twenty days from the date of this order.

No. 1601.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE CITY OF SEATTLE, *Complainant*, v. SEATTLE LIGHTING COMPANY, *Defendant*.

On July 8, 1915, the Commission made valuation findings in the entitled cause, as follows:

FINDINGS OF FACT.

I.

The city of Seattle is a municipal corporation of the first class, having a population of approximately 300,000 people.

II.

The Seattle Lighting Company is a corporation engaged in the manufacture, distribution and sale of gas in the city of Seattle, Washington.

The Seattle Lighting Company was incorporated under the laws of the State of Washington, March 18, 1904, with a capital stock of \$2,000,000, consisting of \$3,000,000 common stock and \$1,000,000 pre-

ferred stock. Immediately after incorporation the Seattle Lighting Company acquired the property of the Citizens Light and Power Company and the Seattle Gas and Electric Company, which companies had been engaged competitively in the manufacture, distribution and sale of gas in the city of Seattle. The Seattle Lighting Company succeeded to the rights of the former grantees under franchises granted by the city of Seattle, which had been, prior to the organization of the Seattle Lighting Company, held by the United States District Court to be perpetual. The Seattle Lighting Company and its several predecessors in the gas business in the city of Seattle expended in the construction of gas plants, distribution system and other conditions thereto, the sum of \$6,403,878.07 up to June 30, 1914, on that date the Seattle Lighting Company had on hand material and supplies costing \$149,240.12, making the total cost of construction of equipment and amount expended in permanent improvement of material and supplies on hand on June 30, 1914, \$6,553,118.19. This sum the Commission finds represented the total investment in the gas property on said date.

III.

The Commission finds the cost of reproducing, in its condition as of June 30, 1914, the property of the Seattle Lighting Company used and useful for the public convenience, to be \$7,532,787.00.

IV.

The Seattle Lighting Company carried stock and supplies on hand in value, approximately \$108,649.00. The operating expenses of the company are approximately \$50,000.00 per month. A working capital equal to the sum of these items is necessary and sufficient to enable the company to properly conduct its business and the Commission therefore allows the sum of \$158,649.00 as working capital.

V.

The earnings and operating expenses during the years that the Seattle Lighting Company conducted the gas business in the city of Seattle, have been carefully analyzed and the amounts determined which the company failed each year to earn 8% return upon its investment after providing for operating expenses, taxes and appropriate replacement annuity. The Commission finds that during the period intervening between the commencement of operation of the Seattle Lighting Company in 1904 and June 30, 1914, a cumulative deficit accrued, amounting to \$1,546,994.00. That is to say, that during the period specified, the net earnings were not sufficient to provide for replacement annuity, plus 8% interest on the total investment from year to year, and by reason thereof unpaid compensation for the investment from year to year accrued annually until June 30, 1914, at which time such annual deficits in compensation for capital investment amounted to said sum of \$1,546,994.00, which sum the Commission finds should be allowed as development cost.

VI.

The Commission finds the total market value of the property of the Seattle Lighting Company, used and useful for the public convenience, to be \$9,126,993.00, which sum represents the fair value of the property and, together with the sum of \$158,649.00, allowed as working capital, represents the investment upon which the Seattle Lighting Company is entitled to earn a reasonable return, to-wit, \$442.00.

VII.

With reference to the time intervening between expenditure of money in the cost of construction and time when returns in the form of dividends were first received by the Seattle Lighting Company, the Commission finds that the gas operating revenue, gas operating expenses, net revenue, taxes, operating income, required interest annuity, balance available for payment of interest, or dividend, and the rate of return earned on average investment in property from the time the Seattle Lighting Company commenced business to June 30, 1914, are as shown in the following statements:

Operating Income:	1904 (Nine Mos.)	1905	1906
Operating revenues.....	\$228,749 84	\$322,865 03	\$392,991 48
Operating expenses.....	162,224 56	198,253 37	208,902 78
Net revenue	\$66,525 28	\$124,611 66	\$184,088 70
.....	12,847 56	18,754 37	13,215 78
Operating income	\$53,677 72	\$105,857 29	\$170,872 92
Interest annuity	12,195 00	21,883 00	26,908 00
Balance available for payment of interest and dividends.....	\$41,482 72	\$83,974 29	\$143,964 92
Investment in property....	\$1,454,895 00	\$1,957,862 00	\$2,407,489 00
Rate of return on average invest- ment in property.....	2.85%	4.29%	5.98%
Operating Income:	1907	1908	1909
Operating revenues.....	\$507,450 84	\$573,976 34	\$688,727 59
Operating expenses.....	258,218 07	300,780 15	356,909 67
Net revenue	\$249,232 77	\$273,196 19	\$331,817 92
.....	64,795 59	49,204 00	59,444 70
Operating income	\$184,437 18	\$223,992 19	\$272,373 22
Interest annuity	33,848 00	39,580 00	45,076 00
Balance available for payment of interest and dividends.....	\$150,589 18	\$184,412 19	\$227,297 22
Investment in property....	\$3,028,348 00	\$3,541,236 00	\$4,032,896 00
Rate of return on average invest- ment in property.....	4.97%	5.21%	5.64%

<i>Operating Income:</i>		1910	1911	
Gas operating revenues.....		\$727,178 75	\$769,908 77	\$84
Gas operating expenses.....		354,880 86	378,075 92	86
Net revenue		\$372,842 89	\$391,832 85	\$47
Taxes		64,010 88	66,755 25	8
Operating income		\$308,832 01	\$325,077 60	\$39
Replacement annuity		52,590 00	59,161 00	6
Balance available for payment of interest and dividends.....		\$256,242 01	\$265,916 60	\$33
Average investment in property....		\$4,705,177 00	\$5,293,133 00	\$5.71
Average investment in property (Rate of return).....		5.45%	5.02%	
<i>Operating Income:</i>		1913		(8)
Gas operating revenues.....		\$942,538 86		\$49
Gas operating expenses.....		476,508 15		28
Net revenue		\$466,025 71		\$24
Taxes		102,034 27		0
Operating income		\$363,991 44		\$16
Replacement annuity		68,062 00		8
Balance available for payment of interest and dividends		\$295,929 44		\$18
Average investment in property.....		\$6,089,505 00		\$6.46
Average investment in property (Rate of return)...		4.86%		

VIII.

The history of the gas business in the city of Seattle reveals an unusual situation. Although the first gas plant was constructed in 1873, the heaviest part of the development cost occurred during the years just passed. This situation might suggest that a business after more than forty years' operation, does not provide an adequate return on the investment is inherently weak or has been mismanaged; but a careful examination of the conditions shows that neither of these suggestions are true. Rapid growth of the city of Seattle in a short time necessitated the constant investment of more capital and, while the total business of the company has increased enormously, the cost per unit of investment has been practically negligible. In ten years the population of Seattle has increased approximately 200%, while the investment in the gas plant has increased 330%. The mileage of water mains has increased 290%, the number of gas services 365%, the number of gas meters 290%, while the mileage of water mains has increased about 250%, the number of telephones 320%, the mileage of street railway lines 200%. The rate of increase in the plant necessary to serve the people of Seattle with gas, has been more rapid than that of any other increase of a public utility. Expansion of Seattle in area has in all probability ceased, at least for a considerable

ness amounted, on June 30, 1914, to \$6,394,000.00. In calculating development cost hereinbefore allowed by the Commission, a payment annuity, covering the period during which the Seattle Gas Company has been engaged in business, was considered, and, other data, used as a basis for such calculation, in view of which payment of depreciation does not require further consideration.

Nos. 1700 and 1805 Consolidated.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF GEORGE T. HENDRIE ET AL., *Complainants*, v. THE EVERETT GAS COMPANY, A CORPORATION, *Defendant*. No. 1700.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. THE EVERETT GAS COMPANY, A CORPORATION, *Defendant*. No. 1805.

March 11, 1915, the Commission entered the following opinion order:

Complaint was filed against the defendant company by thirty-five patrons on the 2d day of March, 1914, alleging that the schedule of rates of the defendant company for both electricity and gas was unreasonable, unfair and excessive. Thereafter and on the 4th day of March, 1914, the defendant company answered said complaint, denying the allegations and alleging that the schedule of rates for gas and electricity in the city of Snohomish was not sufficient or compensatory, and that it did not permit the defendant company to earn a reasonable re-

turn on the fair value of its property. Thereafter the Public Service Commission, upon its own motion, served the defendant company with notice of valuation, as is provided by statute. Upon stipulation the said two causes were consolidated.

The complainants abandoned the claim that the schedule of rates for gas was unreasonable, and the case was therefore submitted to the question of the reasonableness of the schedule of rates of the defendant company for electricity alone.

State of Washington, ex rel. City of Seattle, Appellant, vs. Public Service Commission et al., Respondents, 76 Wash. 2d 148.

There is no question involved in this case as to the management of the properties of the defendant company, as the evidence shows the management to have been careful and businesslike in every particular.

The electricity sold in Snohomish to the patrons of said company is purchased wholesale by the company from the Puget Sound Traction Light & Power Company at the latter company's substation in Snohomish at the rate of about .015c per kwh. The defendant company owns the distributing system. The reproduction cost of the distributing system is \$56,372. The original cost of the property was \$100,000. The gross return as of June 1, 1914, is \$27,016.65. The total expense including depreciation, is \$18,703, leaving a net return of \$8,313.65. The Commission finds the fair value of the property used and in the operation of the utility as the sum of \$60,000.00. A net return of \$8,313.65 upon this sum will allow the defendant company interest upon its investment nearly 14%. The maximum rate schedule filed with the Commission by the defendant company is .025c per kwh. It is the opinion of the Commission that the rate is excessive and exorbitant. This company has no power station, no property used and useful in its operation outside the city of Snohomish. The hazards of its operation are slight. It has been suggested to the Commission that the hazards of competition should be considered in the matter of adjusting the rates of the defendant company. This hazard will shortly be removed by the certificate of convenience and necessity just enacted by the legislature. Under the new law the Commission will have the power to prevent competition if the defendant company provides adequate service to its patrons at reasonable rates. If the defendant company refuses or neglects to provide its patrons with adequate service at reasonable rates, then the protection afforded to it by this law will be removed.

We therefore find that the schedule of rates now on file with the Commission, and in force in the city of Snohomish, is excessive, unreasonable and unjust, and

IT IS THEREFORE ORDERED, That said schedule be, and same is, vacated and set aside, and the defendant company is hereby

to charge for electricity within the city of Snohomish in accordance with the following schedule, which the Commission hereby to be reasonable, just and sufficient:

First	25 kw. hours per month.....	8c per kwh.
Next	25 kw. hours per month.....	7.5c per kwh.
Next	25 kw. hours per month.....	6.5c per kwh.
Next	25 kw. hours per month.....	5.5c per kwh.
Next	100 kw. hours per month.....	5.0c per kwh.
Next	200 kw. hours per month.....	4.5c per kwh.
Next	600 kw. hours per month.....	3.5c per kwh.
Next	2,000 kw. hours per month.....	3.0c per kwh.
Next	2,000 kw. hours per month.....	2.5c per kwh.
	5,000 and over kwh. per month.....	2.0c per kwh.

No. 1760.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF OSCAR KLOCKER, MAYOR OF THE CITY OF PORT TOWNSEND, *Complainant*, v. KEY CITY LIGHT & POWER COMPANY, A CORPORATION, *Defendant*.

Complaint was filed regarding the rates and service. Hearing was at Port Townsend. Pending. (See No. 1806.)

No. 1806.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. KEY CITY LIGHT & POWER COMPANY, *Defendant*.

Valuation proceedings were instituted by the Commission October 14, 1914. Hearing was had at Port Townsend December 30, 1914, and at 20, 1915. Findings were made as follows:

I.

The Townsend Electric Company was organized in 1888. The Port Townsend Gas & Fuel Company was organized in 1890. The Townsend & Electric Company, organized in 1893, acquired the gas plant of Port Townsend Gas & Fuel Company and the electric system of the Townsend Electric Company. The Port Townsend Gas Works, organized May, 1895, acquired the gas system theretofore operated by the Townsend Gas & Electric Company, and operated that system until 1910. In March, 1906, the Citizens Electric Company was organized, and in June, 1906, purchased at sheriff's sale the electric system theretofore operated by the Townsend Gas & Electric Company, and in March, 1910, the Citizens Electric Company purchased the gas system theretofore operated by the Port Townsend Gas Works. Respondent Key City Light & Power Company was organized in February, 1910, and at that time or shortly thereafter acquired the electric system and plant referred to, and has since operated both of said systems. The authorized capital stock of the Key City Light & Power Company is \$80,000. Stock representing \$60,000 of the authorized capital has been paid, while stock representing \$20,000 of the authorized capital re-

mains in the treasury. The stock of respondent company has changed hands on the market to an extent sufficient to enable the mission to ascertain its market value. Respondent's indebtedness of June 30, 1914, consisted of notes aggregating \$21,400, and accounts amounting to \$2,777.99.

II.

The electric system of the Key City Light & Power Company consists of a steam generating station, a substation and distribution system comprising 62.1 miles of wire. Respondent, since December 1913, has purchased its electric power from the Olympic Power Company, whose 66,000 volt line terminates at respondent's substation.

III.

The cost of construction and equipment of respondent's electric system (1906), was..... \$32,000.

The following sums have been expended for permanent improvements:

1907	1,000
1908	3,000
1909	2,000
1910	1,000
1911	4,000
1912	8,000
1913	5,000
First six months of 1914.....	5,000

Cost of construction and equipment of electric system, including permanent improvements as of June 30, 1914. \$60,000.

The present cost of construction and equipment of the electric system as of June 30, 1914, and as compared with the original cost \$77,462.

The cost of reproducing the electric system in its condition as of June 30, 1914, that is, cost of reproduction, less accrued depreciation is \$56,373.

The total market value of respondent's electric system used for the public's convenience in Port Townsend, Washington, as of June 30, 1914, was and is \$56,000.00, which was and is the fair market value of the property used and useful constituting the electric light and power system hereinbefore described.

IV.

The annual net earnings of the electric light and power system, after deducting operating expenses and taxes, from June 1, 1906, to June 30, 1914, were as follows:

Last seven months of 1906.....	\$2,723 38
1907	3,673 54
1908	4,667 82
1909	5,688 71
1910	6,341 78
1911	6,268 98
1912	8,762 38
1913	7,676 96
First six months of 1914.....	3,060 92

The taxes for the full year of 1914, amounting to \$967.20, were deducted from the net earnings for the first six months of 1914. No deduction for taxes will be required from the net earnings for the last months of 1914. Depreciation for the periods mentioned has not been charged off or deducted from the net earnings above stated. The annual depreciation is approximately \$2,733.33. The probable earning capacity of the electric light and power system under the rates now fixed by respondent is approximately 8 per cent. per annum on the market value of the electric light and power system, as hereinbefore ascertained and fixed.

The sum required to meet fixed charges and operating expenses of respondent's electric system is approximately \$15,350 per annum.

The electric distribution system comprises 62.1 miles of wire. There are 516 residence and business electrical services and 18 power poles, approximately 8.6 consumers of current for light and power per mile of wire. Such increase in population as may hereafter occur in Port Townsend will tend to increase the density of population tributary to said electric system. Port Townsend is favorably situated on the Olympic Peninsula. Tributary to Port Townsend is a large area of country which at present is very sparsely settled and but little developed. The natural resources of this vicinity are such that the population of Port Townsend is likely to increase from year to year, indefinitely.

V.

Respondent's gas plant equipment in Port Townsend consists of a gas holder, set in a wood-stave tank, having a capacity of 60,000 cubic feet of gas. The benches consist of two sets of five installed and the piping for one additional set. The distributing mains comprise 6.6 miles of main, ranging from 10-inch cast iron to 2-inch wrought iron.

The cost of construction and equipment of respondent's gas plant (1890) was..... \$26,473 64
Expenditures for permanent improvements of the gas plant from 1890 to June 30, 1914, were as follows:

1891	329 37
1892	833 81
1893	82 15
1894	478 34
1895	189 00
1896	12 44
1897	143 09
1898	138 86
1899	83 80
1900	217 74
1901	120 92
1902	69 36
1903 .....	.....
1904	202 50
1905	458 24
1906	135 78
1907	865 23

1908	.....	1
1909	.....
1910	.....
1911	.....	1
1912	.....
1913	.....
1914	.....	2

Cost of construction and equipment of gas system, including permanent improvements as of June 30, 1914.... \$39

The present cost of construction and equipment of the gas as of June 30, 1914, is \$53,974. The cost of reproduction of the system in its condition as of June 30, 1914, was and is \$28,335.

The total market value of the gas plant owned and operated by respondent for the public convenience in Port Townsend, Wash. as of June 30, 1914, was and is \$28,000.00, which was and is the market value of the property used and useful constituting the plant referred to.

VI.

The annual net earnings of said gas plant from January 1, 1905, to and including the first six months of 1914, after deducting operating expenses and taxes, were as follows:

1905	.....	\$1,541 94
1906	.....	3,061 83
1907	.....	1,092 24
1908	.....	309 88
1909	.....	310 83
1910	.....	1,091 66
1911 (loss)	.....	929 71
1912	.....	661 20
1913 (loss)	.....	331 52
First six months of 1914 (loss)	.....	1,150 45

From the earnings for the first six months of 1914 taxes for the full year 1914 have been deducted. Under existing conditions in Port Townsend and under the rates now charged by respondent the gas system has no probable earning capacity. No deduction for depreciation of the gas system has been made from the earnings of the gas system above shown. The depreciation for the year of 1914 is approximately \$1,248.35.

The sum required to meet fixed charges and operating expenses of the gas system is approximately \$5,800 per annum. Findings in before made with reference to density of population tributary to respondent's electric system are applicable equally to the gas system.

VII.

The expenditures already made by respondent in procuring electric light and power property, as well as its gas system, were as were justified by the then existing conditions. That the money expended by respondent on account of the electric light and power system and the gas system has been reasonable for the present needs

company, and for such needs as may reasonably be expected in the immediate future.

No. 1824.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF E. W. ATHERTON, Complainant, v. SEATTLE LIGHTING COMPANY, Defendant.

Complaint filed December 9, 1914, to require service furnished. Hearing held January 23, 1915. Case settled by defendant granting service.

No. 1826.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF SEATTLE SCHOOL DISTRICT No. 1, Complainant, v. SEATTLE LIGHTING COMPANY, Defendant.

Complaint filed December 12, 1914, re rates for gas supplied. Hearings held at Seattle January 22-26, 1915. March 13, 1915, rates having been adjusted, on petition of parties, cause was dismissed without prejudice.

No. 2421.

Petition of Tacoma Gas Company.

Commission entered order permitting tariff to become effective less than statutory notice. This tariff consolidated older tariffs provided for additional suburban service.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING STEAMBOAT
COMPANIES.**

No. 1781.

**THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
FLORA A. ELMS AND FLOY V. GILMAN, *Complainant*, v.
COUNTY TRANSPORTATION COMPANY, *Defendant*.**

Complaint filed August 11, 1914, re steamboat service between
Manchester and Seattle. Set for hearing March 18, 1915, no one
appeared for complainants, who had removed from state. Dismissed.

No. 1782.

**THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
IDA B. MCCLINTOCK, *Complainant*, v. McDOWELL STEAMBOAT
COMPANY, INCORPORATED, A CORPORATION, *Defendant*.**

Complaint filed October 29, 1914, alleging overcharges. Hearing
held March 18, 1915, and charge proven. Refund made.

No. 1798.

**THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE PORT ANGELES TRANSPORTATION COMPANY, A CORPORATION, *Complainant*, v. THE PUGET SOUND NAVIGATION COMPANY, A CORPORATION, *Defendant*.**

October 3, 1914, complaint was filed. Hearing was had at
November 9, 1914. Findings and order were entered December
1914, as follows:

I.

The complainant is a public service corporation, owning, operating and managing the steamer "City of Angeles," for the transportation of freight and passengers between Port Angeles, in Clallam county and the city of Seattle, calling en route at Dungeness, Port Vicksburg and Port Angeles, said steamer leaving Port Angeles at 1:00 p. m. daily, except Sunday, arriving at Seattle at 7:00 p. m., and returning leaving Seattle at 12:00 midnight, and arriving at Port Angeles at 6 o'clock a. m. That said steamer was placed in commission January 25, 1914, and thereafter operated continuously on said route on said schedule.

That complainant published and filed its passenger tariff for said steamer, naming rates between Port Angeles and Seattle of \$1.00 one way, and \$2.50 for the round trip.

II.

at respondent, the Puget Sound Navigation Company, is a public corporation, owning, operating and managing freight and passenger steamers on Puget Sound, being the owner of a large fleet of vessels operating on practically every steamboat route on Puget Sound.

III.

at respondent operates the steamer "Sioux" between Seattle and Port Angeles daily. Prior to August 20, 1914, said steamer "Sioux" left Seattle at 8:00 o'clock a. m., called at Port Angeles, Port Williams and Dungeness, and arrived at Port Angeles at 1:30 p. m., leaving Port Angeles at 2:00 p. m. direct for Seattle, without stopping at Port Angeles, and arriving at Seattle at 6:30 p. m.

IV.

Before August 20, 1914, the regular passenger tariff naming rates for transportation on all of the vessels operated by respondent between Port Angeles and Seattle named rates of \$2.00 for one way and \$3.50 for the round trip. That on August 20, 1914, respondent changed the schedule of said steamer "Sioux," fixing the time for leaving Seattle for Port Angeles at 1:00 o'clock p. m. to correspond with the time of complainant's steamer the "City of Angeles," also changing the schedule of said steamer "Sioux" so as to permit her to call at Dungeness, Port Williams and Port Angeles on her trips between Port Angeles and Seattle. That respondent at the time of changing the schedule of said steamer "Sioux" published a tariff naming rates for transportation on said steamer "Sioux" between Port Angeles and Seattle of \$1.50 for one way and \$2.50 for the round trip.

V.

Complainant alleges that the change in schedule and rates for the steamer "Sioux" was made by respondent solely for the purpose of injuring complainant's business unprofitable, and compelling complainant to discontinue the operation of said steamer "City of Angeles," and that respondent had not published or filed a tariff naming rates of \$1.50 for one way and \$2.50 for round trip between said points, comparable to the steamers "Sol Duc," "Bellingham," "Wai Ale Ale," operated by respondent on the same route on which said steamer "Sioux" was operated, and complainant demanded that if a rate of \$1.50 was found to be reasonable and sufficient for the round trip between Port Angeles and Seattle, an order should be entered requiring respondent to make such rate applicable to all of its vessels operating on the same route.

VI.

That the rate of \$1.50 for one way and the rate of \$2.50 for the round trip between Port Angeles and Seattle, is a just, reasonable and proper rate for the service performed by said steamer "City of Angeles" as well as said steamers "Sioux," "Sol Duc," "Bellingham" and

"Wai Ale Ale." That there is not sufficient difference between the service rendered by the steamer "City of Angeles" and the service rendered by respondent on said route or between the service rendered by the steamer "Sioux" and the other steamers operated by respondent on said route to justify a different charge for transportation of passengers between said points.

WHEREFORE It Is ORDERED, That respondent Puget Sound Navigation Company publish and file the tariff naming rates of \$1.00 one way and \$2.50 for the round trip for transportation of passengers between Port Angeles and Seattle, such rates to be applicable to vessels operated by respondent between said points and to be effective twenty days from date of service of this order upon respondent.

No. 1811.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
LIBERTY BAY TRANSPORTATION COMPANY, A CORPORATION, Complainant,
vs. KITSAP COUNTY TRANSPORTATION COMPANY, Defendant.

Complaint filed October 30, 1914, charging unfair competition on the basis of unremunerative rates. Hearing held at Seattle March 1, 1915, on which day the Commission issued findings and orders as follows:

FINDINGS OF FACT.

I.

That said Liberty Bay Transportation Company is a corporation organized under the laws of the State of Washington, and since July 1, 1914, has owned and operated the steamer "Athlon" between Paulsbo and Seattle as a common carrier of passengers for hire.

II.

That the defendant Kitsap County Transportation Company is a corporation organized under the laws of the State of Washington, and for several years has owned and operated the steamer "Hyak" between Paulsbo and Seattle as a common carrier of passengers for hire.

III.

That at the time complainant placed said steamer "Athlon" in service, to-wit, on July 13, 1914, defendant was charging the sum of 25c each way for fares between Seattle and Paulsbo and way ports on the steamer "Hyak," and has continued to make such charge for service, on the steamer "Hyak." That complainant has made no charge for fares on the steamer "Athlon" between the said points since said date.

IV.

That on or about the 15th day of September, 1914, the defendant placed the launch "Falcon" in service between said points making the fare between Seattle and Paulsbo and way ports

25c for a single trip, and also 25c for a round trip, the return of the round trip ticket being good for thirty days from date, this fare being less than the fare charged by the defendant "Hyak," and less than that charged by complainant on the "Athlon."

V.

From the evidence adduced the Commission finds that the of the steamer "Athlon" since July, 1914, have not been re-
sultative, in that it appears that expenses were covered but that it was derived from the operation of said steamer. The Com-
mission also finds from the evidence that the operation of said launch since September 15, 1915, has been at a loss, and unre-
sultative, and that the rates so charged were wholly inadequate and insufficient.

VI.

Commission finds that the just, fair and sufficient rate of fare charged for passage on said launch "Falcon" under existing cir-
cumstances and conditions is 25c each way for adults, with half rates for children between five and twelve years of age, and that a less rate is inadequate and insufficient.

From the foregoing findings of fact the Commission concludes:
That the defendant should be required under existing circum-
stances and conditions to make the rate of fare on the gasoline launch "Falcon," between Seattle and Paulsbo and way ports, 25c each way for adults, with half rates for children between five and twelve years of age, except that said defendant should be permitted to return within thirty days after this order takes effect, all return tickets issued before this order takes effect, in accordance with the rates heretofore filed by said defendant.

WHEREFORE, It Is ORDERED, That within twenty days from the service of a copy of this order upon defendant, defendant is-
sue and file with the Commission a tariff naming rates for transportation of passengers on the gasoline launch "Falcon" be-
tween the ports of Seattle and Paulsbo and way points in the State of Washington, as follows:

adults (one way).....	25c
adults (round trip).....	50c
children between 5 and 12 years of age (one way).....	15c
children between 5 and 12 years of age (round trip) ..	25c

It is FURTHER ORDERED, That from and after twenty days from the service of a copy of this order upon defendant, defendant ob-
serves and enforces the rates hereinbefore, and in said tariff, specified, and that during the thirty days following the taking effect of said tariff the rates herein prescribed, defendant may, and shall, honor all round trip tickets theretofore issued by it, pursuant to its tariff here-
before filed.

The foregoing findings relate to the sufficiency of rates for transportation on said gasoline launch "Falcon" or any other launch. The cost of operation is not materially or substantially different than that of said launch "Falcon." The Commission does not intend to prevent the public from having the benefit of any lower rate of operation which may be based upon any improved method of operation or propulsion on any launch or boat that may be operated on the basis of a fair and remunerative return, and the Commission will at any time entertain an application from either of the parties to this proceeding for permission to establish lower rates whenever any improved method of operation or propulsion which will permit lower rates, with a fair and remunerative return, may be available.

No. 1817.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE GREENBANK COMPANY, A CORPORATION, *Complainant*, v.
BELL STEAMSHIP COMPANY AND INLAND TRANSPORTATION COMPANY,
Defendants.

Complaint filed November 23, 1914, for an order to require the defendant to furnish steamboat service to Greenbank. Hearing held at Seattle December 1, 1914. April 30, 1915, the Commission rendered its findings and order as follows:

It appears from the evidence that the town of Greenbank is served by daily service provided by the "Alverene." This boat is a vessel of thirty-nine gross tons, seventy-five by fifteen beam, sixty horsepower. It will accommodate and is allowed to carry one hundred twenty passengers. It will easily handle from six to eight tons.

The Island Transportation Company operates the steamer "Callista" between Oak Harbor and Seattle, touching at intermediate points. The "Callista" is a freight, passenger and mail steamer. The evidence shows that this vessel could not make the stop at Greenbank and maintain its present schedule of stops without employing additional crew.

The respondent Island Transportation Company owns and operates the steamer "Fairhaven." Some attempt has been made by the owners of the "Fairhaven" to give service to the town of Greenbank, but the evidence clearly demonstrates that there is not sufficient business available at the town of Greenbank to justify the Commission in directing the owners of the "Fairhaven," to-wit: the Island Transportation Company, to attempt to give regular service to the town of Greenbank.

From consideration of all the testimony it does not appear that there is more than enough business to support the steamer "Alverene" which is now serving the town of Greenbank. An order of the Commission directing service to be given by either of the respondent companies would, in the opinion of the Commission, result in not only a

said respondents but would also interfere with the service of steamer "Alverene" and reduce the revenue of the steamer "Alverene" below a reasonable return.

The Commission is further of the opinion that an attempt on the part of this Commission to compel the respondents to give the service demanded in the complaint, would be unreasonable and would result in a benefit to the people of Greenbank.

IT IS THEREFORE ORDERED, That the complaint in the above entitled case be and the same hereby is dismissed.

No. 1835.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF PUGET SOUND NAVIGATION COMPANY, *Complainant*, v. ANGELES BREWING & MALTING COMPANY, *Defendant*.

Complaint filed December 28, 1914, re freight rates between Seattle and Port Angeles. Hearing held March 17, 1915, and complaint withdrawn.

No. 1870.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PUGET SOUND NAVIGATION COMPANY, ANGELES BREWING & MALTING COMPANY, BORDER LINE TRANSPORTATION COMPANY, PACIFIC STEAMSHIP COMPANY, PEARL TRADING COMPANY, PORT ANGELES TRANSPORTATION COMPANY, PUGET SOUND NAVAL STATION ROUTE, STAR LINE STEAMSHIP COMPANY, AND R. WHITWORTH, *Defendants*.

Complaint filed March 5, 1915, re rates Seattle-Port Angeles. Continued with No. 1835 *supra*. Hearing held at Seattle March 17, 1915, and complaint withdrawn.

No. 1900.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. J. C. AGNER ET AL., *Defendants*.

On March 26, 1915, proceedings instituted for a general rate investigation and promulgation of rules and regulations for tow boat operation. On May 10, 1915, notice of conference at Seattle June 1, 1915, was given to parties interested. Conference held June 1 and adjourned to meet June 21. Pending.

No. 1927.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF PUGET SOUND NAVIGATION ROUTE, *Complainant*, v. BREMERTON TRANSPORTATION COMPANY, *Defendant*.

Complaint filed June 4, 1915, re unfair competition. Hearing held at Seattle November 11, 1915. Pending.

No. 1987.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, Complain-
INTER ISLAND NAVIGATION COMPANY, KINGSTON TRANS-
COMPANY, W. H. KASCH AND PUGET SOUND NAVIGATION
Defendants.

Complaint *re* unremunerative steamboat rates, filed Oc-
1915. Hearing held at Seattle November 10-11, 1915. Cont-
results of new service.

Orders permitting waiving of statutory notice on tariffs
tered in the following cases:

No. 1988.

Puget Sound Navigation Company. Establishing rates on
basis by new tariff.

No. 1398.

Frank Waterhouse & Company, Incorporated. Reduction
on canned salmon between Seattle or Tacoma and Everett, P-
erts, Blaine, Bellingham, Anacortes, San Juan Islands and Port
send, Wash.

No. 2300.

Port Angeles Transportation Company. Reduction in
freight rates between Seattle and various Sound points.

No. 2304.

Steamer "Alexander," Hoquiam, Wash. Reduction in fre-
passenger rates from Aberdeen to Westport, Ocosta, Mark
Bay City, Wash.

No. 2306.

Frank Waterhouse & Company, Incorporated. Reduction
on canned salmon between Seattle or Tacoma and Everett, V-

No. 2335.

Kingston Transportation Company. Reduction in passen-
Seattle to Maxwellton, Wash.

No. 2537.

Puget Sound Navigation Company. Reduction in passen-
between Port Townsend and Port Williams, Dungeness, and
geles; and between Dungeness and Port Angeles, Wash.

No. 2338.

Kitsap County Transportation Company. Reduction in
lumber, certain quantities, from Poulsbo to Seattle, Wash.

No. 2414.

Remerton Route. Issuance of freight tariff for chartered steamer "Hok" between Seattle and certain way ports.

No. 2415.

Remerton Route. Issuance of freight rate for chartered steamer "Hok" for run between Seattle and Everett, Marysville and Lowell.

No. 2416.

Remerton Route. Reduction in passenger and baggage rates between Seattle and Port Orchard, Charleston and way ports.

No. 2425.

Itasca County Transportation Company. Reduction in freight

No. 2426.

Luget Sound Navigation Company. Reduced rate on passenger between Seattle and Edmonds, Wash.

**SITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING
WHARF COMPANIES.**

No. 1923.

**PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
WEEKLY, Complainant, v. DUNGENESS WHARF, OWNED BY C. F.
, Defendant.**

Complaint filed December 4, 1914, re charges for driving bus over
Hearing March 16, 1915, at Dungeness. March 31, 1915, find-
order were made by the Commission in part as follows:

Commission finds that the rate of \$25 per month was not, un-
circumstances, unreasonable or excessive. Complainant also
that he was entitled to a refund of the payments made under
agreement for the reason that respondent had failed to file a
with the Public Service Commission of Washington naming rates
particular service contemplated by said agreement. A penalty
by law for failure to file tariffs naming rates and charges
services rendered, privileges granted, etc., but the failure to
tariff does not in itself make any particular rate or rates un-
reasonable or excessive, and is not evidence which tends to show that
particular rate is unreasonable or excessive. The Commission is
satisfied in ordering a refund of charges made without filing of
naming rates, unless the rates charged and collected are unjust,
and unreasonable.

Commission therefore finds and concludes that the rate of
per month for the service contemplated by said agreement was
unreasonable or excessive.

WHEREFORE, It Is ORDERED, That the above entitled proceeding be,
same hereby is, dismissed.

No. 1964.

**PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
J. HARRIS AND W. S. HARRIS, COPARTNERS DOING BUSINESS AS
J. HARRIS & SON, Complainants, v. MARTIN HEFFNER, Defendant.**

Complaint filed September 2, 1915, re wharfage charges. Hearing
performed September 17. Pending.

orders waiving statutory notice on filing of tariffs were entered in
following cases:

No. 2321.

Man Dock Company, Inc. New tariff changing to weight basis.

No. 2327.

**Angton Dock. Reduction in rate on cotton, coal and hay, when
direct from car to ship.**

**ION OF CASES DECIDED AND STATUS
IDING CASES AFFECTING EXPRESS
COMPANIES.**

ermitting filing of tariff to take effect on less than
are issued in the following cases:

No. 1371.

r. Correction in clerical error in scale number from
in.

No. 2318.

Express Company. Reduction in rate on second
n Block 208-G and Block 208-I, Spokane and Tyler.

No. 2319.

Express Company. Reduction in rate on fish be
Aberdeen.

No. 2422.

Express Company. Reduction in rates on certai
es, butter, eggs, etc., between Tacoma and Puyallup,
Kent and Black River; also between Seattle and

No. 2432.

Express Company. Reduction in carload rate on
akima to Olympia.

No. 2479.

Express Company. Reduction in rate on sawm
Covington to Seattle.

MISCELLANEOUS CASES.

No. 684.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
MAYVIEW FARMERS UNION No. 4, *Complainant*, v. JOHN F. WORUM,
DOING BUSINESS AS THE MAYVIEW TRAMWAY COMPANY, *Defendant*.

Complaint was originally filed July 5, 1912, challenging the reasonableness of the rates charged by the tramway company. Findings and orders were entered November 15, 1912. September 9, 1913, the Commission received a letter from the secretary of the Mayview Farmers Union No. 4, dated September 1, 1913, and addressed to the attorney general, charging that the defendant was violating the order of the Commission.

September 3, 1915, hearing was had and testimony taken. Pending.

No. 1970.

Petition of Lewiston-Clarkston Transit Company for franchise to construct and operate interstate bridge.

July 28, 1915, franchise was granted petitioner to construct, maintain and operate, from and after June 1, 1915, for ten years from and after January 1, 1915, over and across the interstate bridge between Lewiston, Idaho, and Clarkston, Wash., a single track electric railway.

No. 1973.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
TOWN OF BREWSTER, *Complainant*, v. MCPHERSON BROTHERS COMPANY, A CORPORATION, *Defendant*.

Complaint filed September 10, 1915, re ferry rates at Brewster.

ELIMINATION, RELOCATION AND IMPROVEMENT OF DANGEROUS GRADE CROSSINGS.

Immediately following the completion of the field work on examination of dangerous grade crossings reported to the Commission in various counties in the fall of 1914, a study of the reports on crossings examined was made by the Commission. These reports showed that the lists of dangerous grade crossings which had been furnished to the Commission by various counties were far from complete. In fact, the Commission's engineers found many crossings in several counties which were more important crossings and more dangerous than those reported to the Commission by such counties. It was manifestly apparent that the lists furnished the Commission by the several counties should not be accepted as a basis for this work. To make such lists the foundation for a grade crossing survey would result in doing the work by piecemeal and consequently the grade crossings examiners would frequently have to be sent into districts where they had previously examined crossings reported as dangerous for the purpose of examining other crossings which would be brought to the attention of the Commission from time to time.

The Commission therefore decided to make a complete survey of dangerous grade crossings in the state not heretofore examined. In pursuance of this plan a card form of report was prepared providing blanks for indicating the amount of highway traffic, railway traffic, condition of crossing, location of whistle posts, standard and special signs, and other means of protection, such as automatic alarm bells, flagmen, etc., maintained at the crossings. These cards are nine and three-quarters by fourteen and a quarter inches and provide ample space on the front thereof for sketches showing the railway alignment, location of highway and crossing, location of nearest section lines, embankments, bridges or other obstructions to the view of travelers on the highway, and profile of the highway on either side of the crossing. The back of the card is ruled for additional information relating to conditions at the crossing, the use of the crossing and recommendations for elimination, relocation or improvement thereof. (See insert between pages 166 and 167.)

During the winter of 1914 and 1915 sketches were made on the front of these cards showing the alignment of the railway on either side of the crossing, location of nearest section lines, station buildings, tracks and other material data available from the right-of-way maps of the various railways in the state.

During the summer of 1915 the Commission's engineers examined 2,833 crossings, covering 3,853 miles of main line and branch line railway. The crossing cards were completed by sketching in the highway showing location of each crossing, the length of views available to travelers on the highway in both directions along the railway from

g, when approaching the crossing from either side. The views ble from the highway at points 50 feet and 100 feet from the ere shown, as well as other points, when material. A profile of hway on both sides of the crossing was shown on each card to e what work was necessary to provide a level crown in the high- tending 25 feet from the center line of the track on each side with approaches not exceeding 5 per cent grade, wherever prac- The condition of the crossings, planking, location of whistle nd whether or not standard or special crossing signs were main- were shown. If a signal bell or other special protection was d such fact was also indicated. The volume of highway traffic, mber of trains daily, and the time card speed of trains, were ined and indicated on each card. Where there existed obstruc- o views, such as embankments, buildings, brush or trees, loca- same were sketched on the card.

is data will enable the Commission to make a classification of ssings, grouping those crossings with poor views, or other dan- features, which carry heavy traffic, in the class for first atten- and identifying crossings where the present volume of the high- d railway traffic does not justify elimination, but which may be afer by reasonable expenditure, so that such crossings may be ed and maintained in as safe condition as practicable, until in- traffic will justify elimination.

proceeding in this systematic way the taxpayers in each county ve reasonable assurance that money expended in this work will in eliminating the most dangerous and most important crossings several counties first so that such expenditure will accomplish atest good, while the railway companies affected will have a assurance that expenditures required of them will be made on at dangerous and most important crossings.

e Commission, having reached the conclusion that a complete and classification of all the grade crossings in the state should e before it required the expenditure of public funds and railway or the elimination or relocation of grade crossings, arranged for tallation of flagmen, automatic alarm signals and other devices erous and important crossings as a temporary measure, pending ion of the survey and classification referred to.

NEW GRADE CROSSINGS ESTABLISHED.

lications for permission to establish new grade crossings are y investigated by the Commission and sworn testimony received duced to writing in each case. The question of whether or not mmission should consent to the establishment of a new grade g is determined by application of the same rules which guide mmission in determining whether a grade crossing should be ted or relocated. The Commission ascertains the lengths of btainable at the crossing, topography of the lands in the vicin-

ity of the crossing and whether it is practicable to separate grade highway and railway, locate the crossing in a safer place, or grade the highway so as to avoid a grade crossing. In every instance where the topography is such that it is practicable, the Commission requires new grade crossings to be constructed with a level crown on the highway, extending at least 25 feet on either side of the center line of the railway and with approaches to such level crown not exceeding 5 per cent grade and that the railway track be planked between the rail and for one foot on the outside of either side thereof for the full width of the traveled highway; such planking, however, is required to extend at least 16 feet in length. In every case where necessary to provide proper views the Commission also requires the removal of brush or embankments before the opening of a new grade crossing. Where grade crossings or roads are occasionally so located that it is impracticable to provide approaches to the level crown at the crossings, with grades not exceeding 5 per cent, but in such instances the Commission requires a complete stop of trains or reduction of speed or flagging of trains at the crossings, in accordance with its best judgment, for the protection of the traveling public.

New grade crossings were allowed by the Commission between November 30, 1914, and November 30, 1915, as follows:

Number	Name of Railway	Section	Township
872	O.-W. R. & N. Co.....	30	18
1747	B. & N. Ry.....	35	41
		2	40
1749	G. N. Ry. Co.....	21	21
1757	N. & M. Lumber Co.....	18	15
1783	G. N. Ry. Co.....	5	23
		32	24
1815	N. P. Ry. Co.....	21	12
1820	N. P. Ry. Co. (Grandview).....	Spur track across W	
1827	Polson Logging Co.....	11	20
1831	N. P. Ry. Co.....	2	20
1847	Newaukum Val. Ry. Co.....	35	13
1849	Newaukum Val. Ry. Co.....	30 & 31	13
1850	Fir Tree Lbr. Co.....	23	17
1855	N. P. Ry. Co.....	11	13
1858	N. P. Ry. Co.....	33	24
1861	Polson Logging Co.....	11	20
1877	N. P. Ry. Co.....	Delta St., Snoqualmie	
1886	Wagner & Wilson, Inc.....	16	28
1888	O.-W. R. & N. Co.....	6	14
1892	Fir Tree Lbr. Co.....	22	17
1896	O.-W. R. & N. Co.....	19	17
1897	N. P. Ry. Co.....	21	12
1898	N. P. Ry. Co.....	2 & 3	17
1901	Y. V. Trans. Co.....	36	14
1903	N. P. Ry. Co.....	Parker Way, Toppenish	
1909	N. P. Ry. Co.....	N. 13th St., Walla Walla	
1912	North Coast Timber Co.....	3	15
1913	G. N. Ry. Co.....	17	29

Number	Name of Railway	Section	Township	Range
	Hercules Sandstone Co.....	12	15	1 W.
		11 & 12	15	1 W.
	N. P. Ry. Co.....	2	8	30 E.
	Allen & Nelson Mill Co.....	10	24	6 E.
	P. T. & P. S. Ry. Co.....	26	28	2 W.
	Deer Park Lbr. Co.....	3	29	42 E.
		34	30	42 E.
	N. P. Ry. Co.....	14	32	9 E.
	G. N. Ry. Co.....	16	32	25 E.
	Polson Logging Co.....	35	21	10 W.
	Thurston Co. Ry. Co.....	15	17	3 W.
	Flr Tree Lbr. Co.....	26	17	1 W.
	B. & N. Ry. Co.....	19	III	4 E.
	N. P. Ry. Co.....	34	26	45 E.
	B. & N. Ry. Co.....	33	39	5 E.
		31	39	5 E.
		36	39	4 E.
		31	39	5 E.
		26	39	4 E.
		26	39	4 E.
		19 & 20	39	4 E.
	C., M. & St. P. Ry.....	10	19	3 E.
	G. N. Ry. Co.....	4	30	5 E.
	N. P. Ry. Co.....	Railroad St., Rosalia, Wn.		
	John W. McFadon.....	2	21	1 W.
	O.-W. R. & N. Co.....	10	19	45 E.
	S. & I. E. Ry. Co.....	15	18	43 E.
	O.-W. R. & N. Co.....	29	17	5 E.
	C., M. & St. P. Ry.....	Stevens Ave., Enumclaw, Wn.		
	N. P. Ry. Co.....	Spaulding St., Pullman, Wn.		
	Flr Tree Lbr. Co.....	21	17	1 W.
	G. N. Ry. Co.....	2	28	33 E.
	Maytown Lumber Co.....	17	16	2 W.
	G. N. Ry. Co.....	36	30	23 E.
		Mathow Ave., Pateros, Wn.		
	G. N. Ry. Co.....	4	29	44 E.

REPORT OF INSPECTORS OF TRACKS, SAFETY APPLIANCES AND ELECTRICAL CONSTRUCTION AND MAINTENANCE.

OLYMPIA, WASH., November 22, 1915.

To the Public Service Commission of Washington:

DEAR SIR: We submit herewith a brief report of the duties performed by the inspectors of tracks, safety appliances and electrical construction and maintenance for the Public Service Commission from November 1, 1914, to November 1, 1915.

The inspectors traveled during the year in covering their work approximately 27,000 miles, keeping in touch with conditions of bridges, operations and equipment, and inspecting yards, especially switches and switch blocking.

In their work they have been met in a spirit of co-operation by the officers and employees of the different public service corporations within the state. The good condition of the track as reported last year has been maintained, and a decided improvement shows in the condition of safety appliances on equipment, as will be noticed by the comparative statement of defects found during the year.

There were but two serious accidents within the state during the year: The one on the Chicago, Milwaukee & Puget Sound Railway on the Northern Pacific Railway at Rainier, and the one on the Wenatchee Valley & Northern at Leavenworth, neither of which were attributed to defective track or equipment, although the one at Rainier was primarily by carelessness in improperly securing for shipment a crane, there being no standard of appliances to cover.

The hoods adopted by the different railroads for use in passing through the tunnels have proven a great success in making for the comfort and safety of employees engaged in this service, as has the fan provided by the Northern Pacific Railway at Stampede. However, accidents still happen, from men being overcome with smoke gas in long tunnels, and will continue to do so until electric power is used for this service.

As usual, a number of minor accidents occurred without loss of life, and a number of accidental deaths due to unpreventable causes, such as trainmen falling from cars, trespassers being run over; and the inspectors desire to especially call your attention to the increasing number of accidents caused by automobiles being struck by trains at grade crossings; and recommend legislation requiring automobiles to come to a stop before crossing railroad tracks when the crossing is not protected by flagman.

As the state law very imperfectly covers the required safety appliances on equipment, and as a number of logging roads are be-

carriers, we recommend the adoption of the Federal Standard Safety Appliances, as approved by the Interstate Commerce Commission, as the standard for the State of Washington. This would not only settle the question of safety for the state, but would place any state that might eventually engage in interstate commerce in a position to, without change.

A number of common carriers are operating gas-driven motor vehicles of different size and design, and this service is sure to increase and compete with motor busses, and there is no standard of safety appliances covering this class of operations, we recommend that the Commission at an early date set a standard to cover both the appliances and operations for this class of service.

We recommend a board walk be placed on one side of all railroad tracks, to enable trainmen to pass along the side of trains with greater safety where such trains stop on bridges.

We recommend that a standard cattle guard be defined by the state. The amount of electrical construction and rehabilitation during the last twelve months has increased and violations decreased. This is due to the fact that all concerned are becoming more familiar with the interpretation of the law and its requirements. While some rules may be changed, there have been but few deaths and injuries caused by persons engaged in the actual performance of their duties, and such accidents have not been due to faulty construction.

Article 12 should be amended to read as follows:

All span wires used for the purpose of supporting trolley wires carrying arc or incandescent lamps there shall be at least two circuit breakers, one on each side of lamp or trolley wire, located not less than four feet and not more than six feet distant from lamp or trolley wire; and in case where the span wire is attached to building poles additional circuit breakers shall be maintained at buildings or at the poles: *Provided*, That on span wires which carry two or more trolley wires no circuit breaker shall be required between any two trolley wires: *Provided further*, That on span wires attached to wooden poles only the circuit nearest the trolley wire or wires shall be required.

We would also recommend the following:

Ground wires should not be run vertically on poles having transformers, fuse boxes, or cut outs, but should be run on the adjacent side. This will eliminate the danger while working in the above appliances of coming in direct contact with ground wire.

We make no further recommendations of changes of the present code owing to the fact that the National Bureau of Standards has adopted a standard code of construction which they are about to submit to all commissions and electrical organizations in the different states for adoption, so that electrical construction will become a uniform standard of construction throughout the United States.

LIST OF VIOLATIONS DETECTED.

Rule No.	Number of times violated
1	307
2	1
5	4
6	1
8	21
9	2
10	3
11	24
12	17
15	1
19	2
23	1
36	17
Total.....	401

In all instances correct installation was made by companies attention was called to the violations.

Number of cars inspected, 19,755. Defects noted as follows

Couplers out of contour.....	3
Knuckle pins broken.....	48
Lock block broken, coupler inoperative.....	138
Uncoupling levers missing.....	3
Uncoupling chains kinked.....	18
Uncoupling chains broken.....	21
Couplers low	12
Couplers high	3
Ladders missing	3
End hand holds bent.....	27
Sill steps bent.....	27
Sill steps not sufficient clearance.....	27
Grab irons missing.....	33
Grab irons bent.....	117
Hand brakes inoperative.....	21
Air brakes cut out.....	3
Air brakes not operating.....	9
Release rods missing.....	27
Angle cock handles broken.....	18
Train pipes loose.. ..	9
Running board defective.....	12
Sharp flanges	3
Return pipe missing.....	3

ENGINES.

Sharp flanges driver.....	33
Sharp flanges engine trucks.....	6
Sharp flanges tank.....	6
Coupler high	3
Coupler low	6
Water glass not working.....	3
Driving brake inoperative.....	3
Excessive piston travel.....	6

Leaky piston rod packing.....	30
Leaky valve stem packing.....	15
Cab mounting leaking.....	3
Hand rails missing.....	3
Cylinder head leaking.....	3
Hand rails improperly applied.....	3

INSPECTED

		1914	
<i>Engines</i>	<i>Total defects</i>	<i>Sw. blocks mis'g</i>	
1,345	1,779	498	
	1915		
1,965	681	24	

Respectfully submitted,

J. F. REARDON, *Chief Inspector.*

T. S. MCEACHRAN, *Assistant.*

INFORMAL COMPLAINTS AND THEIR DISPOSAL

When complaints are received against public service utilities it seems possible by correspondence to settle the cause of complaint promptly, and at the same time save the expense of a formal hearing. These complaints are entered as "Informal Complaints."

During the year covered by this report such Informal Complaints brought to the attention of the Commission, are those numbered 1692 to 2199, inclusive.

Below will be found, in condensed form, a statement showing the disposition of those cases that were pending December 1, 1914, from the last prior report, (being cases numbered up to 1691) and the new informal complaints filed the past year and their present status:

No. 981. Eliza Field (Stevenson) v. Spokane, Portland & Northern Railway Co. Fencing right of way. Fence built. Closed.

No. 1068. A. L. Brown (Seattle) v. Northern Pacific Railway Co. Protest closing station at Sherlock. Protest withdrawn. Closed.

No. 1082. O. A. Hoag (Chelan) v. Chelan Land Company. Dam construction. Investigation made by engineers and report filed. Closed.

No. 1347. Town of Sumas v. Sumas Water Company. Investigation by engineers, service improved. Closed.

No. 1370. Western Retail Lumbermen's Association (Spokane) v. Hewitt-Lea-Funk Co. Misbilling freight. Pending.

No. 1385. Similkameen Trading Company (Nighthawk) v. Northern Railway Co. Rates on salt. Investigated and closed at request of complainant.

No. 1393. P. J. Fransiola & Co. (Tacoma) v. Chicago, Milwaukee & St. Paul Railway Co. Overcharge switching.

No. 1451. Chamber of Commerce (Bellingham) v. Pacific Telephone & Telegraph Co. Extensions. Transferred to formal hearing 1852.

No. 1485. Seaquist Bros. (Portland, Ore.) v. Silver Lake Lumber Co. Operating without tariffs. Pending.

No. 1527. D. E. Merriott et al. (Seattle) v. Seattle Light & Gas Company. Gas extensions. Transferred to formal hearing.

No. 1532. Kitsap County Transportation Company (Seaside) v. Launch Tango. Operating without filing schedule. Investigation closed.

No. 1543. R. G. Blair et al. (Attalia) v. Attalia Land & Water Services. Investigations made by engineers and plans for improvement suggested.

No. 1553. Albert Anderson (Bridgeport) v. Bridgeport Drainage Company. Irrigation service. Transferred to formal hearing.

1626. Bancroft & Snyder (Everett) v. Everett Light & Water
ny. Overcharge. Tariff rates charged. Closed.
1627. Farwest Clay Company (Tacoma) v. Railways. Demur-
Pending.
1628. Mrs. F. M. Larned (Olympia) v. Pacific Telephone &
aph Company. Overcharge. Closed.
1630. Spokane Lodge Brotherhood Railway Trainmen (Spo-
v. Northern Pacific Railway Company. Violation full crew law.
aint withdrawn. Closed.
1633. Mashell Paint Company (Tacoma) v. Tacoma Wharves.
Pending.
1634. A. W. Doland (Spokane) v. Northern Pacific Railway
ny. Claim for lost sugar. Settlement made. Closed.
1635. W. Willis Clark (Oroville) v. Great Northern Railway
ny. Fencing right of way. Fence built. Closed.
1641. J. P. Brown (Springdale) v. Springdale Water Works.
e. Closed.
1643. F. C. Bower (Starbuck) v. Starbuck Electric Company.
ive rates for moving picture house. Rates reduced. Closed.
1644. Joe Schlumpf (Seattle) v. Dungeness Wharf. Over-
Complaint withdrawn. Closed.
1646. Interisland Navigation Company (Friday Harbor) v.
Unsafe conditions. Complaint not pressed. Closed.
1650. Will J. Hubbard (Dayton) v. Pacific Power & Light Com-
Wire interference. Investigated. Conditions remedied. Closed.

No. 1654. G. M. Kjolseth (Bluecreek) v. Pacific Telephone and Telegraph Company. Connection. No formal complaint. Closed.

No. 1659. Union Fuel & Ice Company (Spokane) v. Oregon & Washington Railroad & Navigation Company. Misrouting. Closed.

No. 1663. John Jensen (Kennewick) v. Pacific Power and Light Company. Service. Closed.

No. 1664. G. W. Howard (Spokane) v. Pacific Telephone and Telegraph Company. Overcharge. Tariff rates charged. Closed.

No. 1665. Portland Bridge Company (Portland) v. Great Northern Railway Company. Refund. No jurisdiction. Closed.

No. 1666. M. Melker (Waterman) v. Dock. Service. Answer to letters to complainant. Closed.

No. 1671. S. H. Staley (Seattle) v. Kitsap County Transportation Company. Not pressed by complainant. Closed.

No. 1674. Crescent Manufacturing Company (Seattle) v. Northern Railway Company. Duplicate station names. Pending.

No. 1675. J. F. Weekley (Dungeness) v. Dungeness Railway Company. Charges. Transferred to formal hearing.

No. 1676. Harry J. Ball (McMillan) v. Northern Pacific Railway Company. Station facilities. Facilities furnished. Closed.

No. 1678. R. J. Fisk (Rosalia) v. Spokane & Inland Empire Railway and Chicago, Milwaukee & St. Paul Railway. Physical damage. No formal complaint. Closed.

No. 1679. Chelan Falls Milling Company (Chelan Falls) v. Northern Railway Company. Demurrage. Satisfactorily settled. Closed.

No. 1683. W. H. Murray (Withrow) v. J. S. Withrow. Transferred to formal hearing.

No. 1685. W. D. Hunter (Tekoa) v. Oregon-Washington Railroad & Navigation Company. Damages for delayed shipment. Not pressed by complainant. Closed.

No. 1686. James P. Kelley (Seattle) v. Railways. Dirty car. Answer to letters. Closed.

No. 1687. Citizens of Bucoda v. Northern Pacific Railway Company. Closing station. Pending.

No. 1688. Citizens of Porter v. Northern Pacific Railway Company. Closing station. Business did not justify agent. Closed.

No. 1692. Miss M. Pendergast (Seattle) v. Pacific Telephone and Telegraph Company. Overcharge. Pending.

No. 1693. W. A. Mears, Chamber of Commerce (Seattle) v. Railways. Overcharge for drawing room. Transferred to formal hearing.

No. 1694. Commercial Club (Otis Orchards) v. Northern Railway Company. Station agent. Pending.

No. 1695. Citizens of Ruff v. Chicago, Milwaukee & St. Paul Railway Co. Closing station. Agent reinstated. Closed.

No. 1710. Glen E. Hoover (Seattle) v. Seattle Lighting Company. extensions. Transferred to formal hearing No. 1824.

No. 1711. J. B. Jones (Chesaw) v. Pacific Telephone & Telegraph Company. Service. Closed.

No. 1712. Prosser Flouring Mills (Prosser) v. Northern Pacific Railway Company and Oregon-Washington Railroad & Navigation Company. Joint rates on wheat. Transferred to formal hearing.

No. 1713. Wm. Welmerskirch (Mold) v. Northern Pacific Railway Company. Overcharge for storage. Refund made. Closed.

No. 1714. J. C. Marcy (Olympia) v. Chicago, Milwaukee & St. Paul Railway Company. Overcharge on baggage. Refund ordered. Closed.

No. 1715. Morgan & Brewer (Hoquiam) v. Northern Pacific Railway Company. Fencing. Fence ordered. Closed.

No. 1716. Citizens (Stellacoom) v. Pacific Traction Company. Service. Transferred to formal hearing.

No. 1717. James Gibson (East Sound) v. Steamer Islander. Excessive rates. No formal complaint. Closed.

No. 1718. M. A. House (Tumwater) v. Pacific Telephone graph Company. Discrimination. No formal complaint. Closed.

No. 1719. Richard Pullen (Bellingham) v. Great Northern Company. Refund of fare. Refund made. Closed.

No. 1720. Barnes-Woodin Company (North Yakima) v. Central Heating Company. Overcharge. No jurisdiction. Closed.

No. 1721. H. E. King (Spokane) Oregon-Washington Railroad Navigation Company. Misrouting. Interstate. No jurisdiction.

No. 1722. W. E. Mayhew (Kent) v. Kent & Renton Telephone Company. War tax on messages. No jurisdiction. Closed.

No. 1723. Sam Hill (Maryhill) v. Pacific Telephone & Telegraph Company. Overcharge. Complaint satisfied. Closed.

No. 1724. J. E. Lancaster (Curlew) v. Great Northern Company. Damages for injury to stock. No jurisdiction. Closed.

No. 1726. D. E. Pizer (Okanogan) v. Great Northern Railway Company. Refrigerator car service. Service ordered. Closed.

No. 1727. Clarence C. Terry (North Yakima) v. Pacific Light Company. Water service. Transferred to formal hearing No. 1899.

No. 1728. R. J. Foler (Entiat) v. Entiat Telephone & Telegraph Company. Rates and service. Adjusted. Closed.

No. 1729. J. M. Sappington (Yacolt) v. Southwest Washington Telephone Company. Charges. Tariff rates charged. Closed.

No. 1730. J. H. Ackley (South Bend) v. Northwest Electric Water Works. Excessive rates. Tariff rates charged. Closed.

No. 1731. The Crescent (Spokane) v. Pacific Telephone and Telegraph Company. Rates. Adjusted. Closed.

No. 1732. J. L. O'Conner (Palmer) v. Northern Pacific Railway Company. Overcharge on posts. Refund made. Closed. See hearing No. 1460.

No. 1733. F. D. Vincent (Pacific) v. Chicago, Milwaukee & St. Paul Railway Company. Sidetrack facilities. Pending.

No. 1734. Kulzer Lumber Company (Valley) v. Railway Company. Rate on lumber. Transferred to formal hearing No. 1830.

No. 1735. Citizens of Talbot v. Puget Sound Electric Light Company. Light service. Closed.

No. 1736. Selah Telephone Company (Selah) v. Pacific Light Company. Violation of electric code.

No. 1737. Western Fuel Association (Spokane) v. Great Northern Railway Company. Overcharge. No jurisdiction. Closed.

No. 1738. Thos. Fellows (Manette) v. Bremerton-Charleston & Fuel Company. Overcharge. Tariff rates charged. Closed.

No. 1739. Daniel F. Hickey (Rochester) v. Northern Pacific Railway Company. Approach to depot. Closed.

No. 1740. Civic Improvement Club (Pine City) v. Chicago & St. Paul Railway Company. Agent at Pine City. Station reopened. Closed.

- No. 1741. H. H. Johnston (Tacoma) v. Tacoma Railway & Power Company. Wet cars Point Defiance line. Conditions remedied. Closed.
- No. 1742. F. L. Thomas (White Salmon) v. Thomas & Colburn. Water Service. Service denied. Supply insufficient. Closed.
- No. 1743. A. W. Siller (Spokane) v. Washington Water Power Company. Rates. Transferred to formal hearing.
- No. 1744. C. R. McMillan v. Great Northern Railway Company. Facilities at Kell. Facilities ordered. Closed.
- No. 1745. R. A. Jones (Spokane) v. Pacific Telephone & Telegraph Company. Service. Service promised. Closed.
- No. 1746. Chas. H. Rosevear (Othello) v. School District. Transition of pupils. No jurisdiction. Closed.
- No. 1747. P. J. Bruens (Port Angeles) v. Angeles Telephone & Telegraph Company. Rates. Tariff rates charged. Closed.
- No. 1749. Geo. W. Heppner (Olympia) v. Pacific Telephone & Telegraph Company. Phone deposit. Tariff charges made. Closed.
- No. 1750. Alford Hovey (Everett) v. Puget Sound International Railway & Power Company. Water Service. Complainant satisfied. Closed.
- No. 1751. F. B. Baird (Waitsburg) v. Northern Pacific Railway Company. Rates on apples to east. Information furnished. Closed.
- No. 1752. J. B. Freidling (Cheney) v. Northern Pacific Railway Company. Train service. Conditions remedied. Closed.
- No. 1753. Fred A. Grow (Winslow) v. Galbraith Dock Company. Excessive wharfage charges. Refund made. Closed.
- No. 1754. Oregonian (Portland, Ore.) v. Pacific Telephone & Telegraph Company. Overcharge. Tariff rates charged. Closed.
- No. 1755. Pacific Coast Shipping Association (Seattle) v. Northern Pacific Railway Company. Overcharge. Refund made. Closed.
- No. 1756. Houser Milling Company (Pomeroy) v. Pacific Power & Light Company. Motor rates. Tariff rates charged. Closed.
- No. 1757. L. W. Ragsdale (Milton, Ore.) v. Chicago, Milwaukee & St. Paul Railway. Overcharge on freight. Correct rate charged. Closed.
- No. 1758. Alaska Junk Company (Seattle) v. Chicago, Milwaukee & St. Paul Railway Company. Excessive switching charges. Tariff rates charged. Closed.
- No. 1759. Richard Hinchcliffe (Waitsburg) v. City of Waitsburg. Sale of franchise inside of city limits. No jurisdiction. Closed.
- No. 1760. Western Retail Lumbermen's Association (Spokane) v. Western Railway. Mixed shipment under low class. Complainant in error. Closed.
- No. 1761. P. J. O'Brien (Olympia) v. Percival Dock. Overcharge on boat shipment. Pending.
- No. 1762. M. Thorson (Arlington) v. Pacific Telephone & Telegraph Company. Overcharge. Closed.

No. 1763. J. L. Metcalf (Montesano) v. Montesano Telephone Company. Overcharge. Tariff charged. Closed.

No. 1764. Wenatchee Milling Company (Wenatchee) v. Great Northern Railway Company. Overcharge on flour. Closed.

No. 1765. State Board of Control v. Railways. Mileage by guards. No jurisdiction. Closed.

No. 1766. Ward Emigh v. Express Companies. Rate on express. Rate established. Closed.

No. 1767. C. F. McCall (South Bend) v. Willapa Power Company. Deposit. Tariff charged. Closed.

No. 1768. Mrs. M. Ray (Starbuck) v. Starbuck Electric Company. Discrimination. Information supplied. Closed.

No. 1769. Henry A. McCormick (North Yakima) v. Northern Pacific Railway Company. Rates. Data furnished. Closed.

No. 1770. Board of Control v. Olympia Light & Power Company. Rates. Data furnished. Closed.

No. 1771. T. M. Creel (Quincy) v. Quincy Valley Water Company. Rates, etc. Pending.

No. 1772. J. W. Santee (Kirkland) v. Lake Washington Transportation Company. Installation charge. Closed.

No. 1773. Citizens of Vancouver v. Washington-Oregon Water Service. Investigation made. Closed.

No. 1774. Chamber of Commerce (Colville) v. Great Northern Railway Company. Stockyard facilities. Facilities furnished.

No. 1775. Superior Portland Cement Company (Seattle) v. Northern Railway Company. Overcharge. Settlement made.

No. 1776. Shallinger Produce Company (Spokane) v. Express Companies. Weighing milk and cream. No formal complaint.

No. 1777. John R. McEwen (Goldendale) v. Goldendale Telephone & Telegraph Co. Service. No reply to letters. Closed.

No. 1778. Farmers Union G. & S. Company (Latah) v. Washington Railroad & Navigation Company. Excessive rents. Plaintiff satisfied. Closed.

No. 1779. Mrs. J. E. Johnson (Bellingham) v. Pacific Telephone & Telegraph Company. Charges. Closed.

No. 1780. Lea A. White (Bear Creek) v. Great Northern Railway Company. Damages by delay. No cause for complaint. Closed.

No. 1781. Frank Downie (Seattle) v. Pacific Telephone & Telegraph Company. Service to Foster. Service promised. Closed.

No. 1782. Normal School (Ellensburg) v. Express Companies. Free deliveries. Closed.

No. 1783. Morris Johnson (Mt. Vernon) v. Great Northern Railway Company. Stock shipping facilities. Pending.

No. 1784. Belknap Glass Company (Seattle) v. Steamboat Company. Damage on glass. Suggestion made for special tariff. Pending.

No. 1785. H. E. Doran (Edmonds) v. Oregon-Washington Railroad & Navigation Company. Overcharge. Tariff charged. Closed.

1786. Inland Transportation Company (Seattle) v. Judy Transportation Company. Filing tariffs. Tariffs filed. Closed.
1787. Victor Fuel Company (Seattle) v. Puget Sound Traction, Power Company. Coal rates. Transferred to formal hearing.
1788. Mitchell, Lewis & Staver Company (Portland) v. Washington Water Power Company. Loss and damage. No jurisdiction.
1789. Western Retail Lumbermen's Association (Spokane) v. Northern Pacific Railway Company. Switching charge. Closed.
1790. Mrs. Frank Page (Olympia) v. Pacific Telephone & Telegraph Company. Installing phone. Order denied. Cost too great.
1791. Joseph L. Phillips (Pasco) v. Northern Pacific Railway Company. Unsafe bridge. Investigation shows bridge O. K. Closed.
1792. H. L. Shonkwiler (Deer Park) v. Little Spokane Power Company. Rates. No formal complaint. Closed.
1793. Cashmere Lumber Company (Cashmere) v. Town of Cashmere. Lighting rates. No jurisdiction. Closed.
1794. Perry Lumber Company (McIntosh) v. Great Northern Railway Company and Northern Pacific Railway Company. Increased rates on wood. Complaint in error. Closed.
1795. Willard Quimby (Shaw Island) v. Shaw Island Wharf. Rates for goods. Closed.
1796. A. D. Dunbar (Seattle) v. Pacific Telephone & Telegraph Company. Rates and service. No formal complaint filed. Closed.
1797. G. Hammer (Huntsville) v. Pacific Telephone & Telegraph Company. Service. No jurisdiction. Closed.
1798. Union Lumber Company (Union Mills) v. Northern Pacific Railway Company. Minimum carload. Closed.
1800. Lincoln County Commissioners (Davenport) v. Northern Pacific Railway Company. Rates on sand and gravel. Closed.
1801. C. O. Brotherick (Bremerton) v. Steamboat Companies. Rates on ticket. No jurisdiction. Closed.
1802. R. O. Seeds (Spokane) v. Washington Water Power Company. Service. Closed.
1803. B. S. Wadsworth (Richland) v. Railways. Demurrage. Closed.
1804. Tumwater Lumber Company (Tumwater) v. Northern Pacific Railway Company. Demurrage claim. No jurisdiction. Closed.
1805. C. F. Whaley (Hanford) v. Pacific Power & Light Company. Service. Compromise advised. Closed.
1806. Western Retail Lumbermen's Association (Spokane) v. Northern Pacific Railway Company. Undercharge. Mixed shipment. Closed.
1807. Butler Lumber Company (Bow) v. Great Northern Railway Company. Station at Bellevue. Business not enough to justify. Closed.

No. 1808. Schmidt Lithograph Company (Seattle) v. Exp
panies. To reduce minimum. Closed.

No. 1809. Western Retail Lumbermen's Association (Sp
Northern Pacific Railway Company. Excessive lumber rate.

No. 1810. Inland Brewing & Malting Company (Spokane)
ern Pacific Railway Company. Switching charge. Tariff rate
Closed.

No. 1811. M. V. Crabtree (Sumas) v. Railways. Discri
Closed.

No. 1812. Citizens of Waukon v. Great Northern Rail
pany. Station and agent. Conditions improved. Closed.

No. 1813. T. W. Mortimer (Spokane) v. City of Spokan
service. No jurisdiction. Closed.

No. 1814. F. M. Hall (Buckeye) v. Spokane Falls & Nort
way. Fencing. Closed.

No. 1815. W. J. Ingraham (Attalia) v. Attalia Land
Service. Closed.

No. 1816. Pope Sibley Company (Seattle) v. Pacific Te
Telegraph Company. Rates billiard hall. Satisfactorily
Closed.

No. 1817. Frank E. Downer (Seattle) v. Pacific Telepho
graph Company. Deposit. Pending order in formal hear
closed.

No. 1818. Puget Sound & Baker River Railway Company
ham) v. Great Northern Railway Company. Rate on fuel oil.

No. 1819. Publicity Club (Parker) v. Northern Pacific
Company. Blocking crossings. Conditions remedied. Close

No. 1820. Steen's Studio (Bellingham) v. Pacific Teleph
egraph Company. Deposit. Pending order in formal hearing
Closed.

No. 1821. T. A. Saunders (Seattle) v. Pacific Telepho
graph Company. Installation charge. Complainant satisfied.

No. 1822. Mrs. Jean Stanton (Seattle) v. Pacific Telepho
graph Company. Service. Pending order in formal hearing

No. 1823. Charles Myhol (South Bend) v. Willapa Po
pany. Rates. Proper charge made. Closed.

No. 1824. J. O. Alman (Seattle) v. Everett Gas Compa
charge. Complainant satisfied. Closed.

No. 1825. R. G. Banta (Seattle) v. Puget Sound Tractio
Power Company. Street car service. Adjusted. Closed.

No. 1826. W. H. Farrington (Seattle) v. Pacific Telepho
graph Company. Deposit. Pending order F. H. No. 1791 C

No. 1827. City of Watsburg v. Pacific Power & Light
Water service. Transferred to formal hearing. Closed.

No. 1828. Citizens of Seattle v. Seattle Lighting Compa
ice. Service furnished. Closed.

1829. W. G. Jones (Seattle) v. Seattle Lighting Company. Service furnished. Closed.
1830. Sheriff King County (Seattle) v. Seattle Electric Company. Special tickets. Closed.
1831. L. D. Lewis (Seattle) v. Oregon-Washington Railroad & Navigation Company and Pacific Northwest Traction Company. Switch transferred to formal hearing.
1832. S. L. Lewis (Manette) v. Steamer Mohawk. Safety and efficiency. Improvements made. Closed.
1833. Geo. T. Shrock (Seattle) v. Seattle Lighting Company. Complainant moved. Closed.
1834. John W. Witham (Seattle) v. Pacific Telephone & Telegraph Company. Rates and service. Complaint withdrawn. Closed.
1835. Citizens of Hamilton v. Skagit River Telephone & Telegraph Company. Service. Satisfactorily adjusted. Closed.
1836. R. A. Stewart (Seattle) v. Pacific Telephone & Telegraph Company. Deposit. Transferred to formal hearing No. 1791.
1837. C. E. Fowler (Seattle) v. C. M. Austin. Water service. Complainant satisfied. Closed.
1838. C. O. Nelson (Seattle) v. City Lighting Company. Service granted. Closed.
1839. Dr. J. W. Hewitson (Seattle) v. Pacific Telephone & Telegraph Company. Removal charge. Complainant satisfied. Closed.
1840. Ira Williams (Laurel) v. Laurel Pipe Line, Peek Bros. Service. No jurisdiction. Closed.
1841. Western Retail Lumbermen's Association (Spokane) v. Milwaukee & St. Paul Railway. Transferred to formal hearing.
1842. Western Retail Lumbermen's Association (Spokane) v. Northern Railway Company. Misbilling. Closed.
1843. Western Retail Lumbermen's Association (Spokane) v. Milwaukee & St. Paul Railway. Closed.
1844. Western Retail Lumbermen's Association (Spokane) v. Milwaukee & St. Paul Railway. Closed.
1845. Commission v. Steamer Tycord. To file tariffs. Closed.
1846. Medical Lake Telephone Company (Medical Lake) v. Farmers Telephone Company. Connections. Closed.
1847. Commission v. Pacific Net & Twine Company. Refuse to file tariff. Tariff corrected. Closed.
1848. Seabold Dock Company (Seabold) v. New Seabold Dock. Change of names. Closed.
1849. Axel Berg (Hoquiam) v. Hoquiam Water Company. Disconnection charge. No jurisdiction. Closed.
1850. Citizens of Ellensburg v. Ellensburg Telephone Company. Rates. Transferred to formal hearing.
1851. Hughes-McNitt & Company (Groves) v. Oregon-Washington Railroad & Navigation Company. Transferred to formal hearing.

No. 1852. Hewitt Logging Company v. Northern Pacific Railway Company. Reparation. Pending.

No. 1853. Porter Brothers (Tacoma) v. Northern Pacific Railway. Overcharge. Pending.

No. 1854. Citizens of Menlo v. Northern Pacific Railway Company. Depot facilities. Pending.

No. 1855. American Audit Company (Spokane) v. Northern Pacific Railway Company. Excessive rates. No merit to complaint. Closed.

No. 1856. Employee (Tacoma) v. Chicago, Milwaukee & St. Paul Railway Company. Unsanitary sleeping car. Conditions remedied. Closed.

No. 1857. Spokane, Portland & Seattle Railway Company (Portland) v. Farmers Co-operative Telephone Company. Wire interference. Conditions ordered remedied. Closed.

No. 1858. Deep Creek Telephone Company (Deep Creek) v. Pacific Telephone & Telegraph Company. Physical connection. Closed.

No. 1859. H. J. Spencer (Paterson) v. Spokane, Portland & Seattle Railway Company. Fencing. Pending.

No. 1860. Puget Sound Navigation Company (Seattle) v. Kingston Transportation Company. Rates. Transferred to formal hearing.

No. 1861. Nels E. Peterson (Manette) v. Manette Water Company. Service and rates. Closed.

No. 1862. Mrs. F. E. Seagrave (Seattle) v. Seattle Gas Company. Gas and gas meter. Meter tested. Closed.

No. 1863. T. K. Robe (Silvana) v. Great Northern Railway Company. Service. Closed.

No. 1864. Lucy D. Cordiner (Ellensburg) v. Western Union. Delivery of message. Information furnished. Closed.

No. 1865. Silver Beach Shingle Company (Bellingham) v. Northern Pacific Railway Company. Diversion of cars. Interstate, no jurisdiction. Closed.

No. 1866. T. C. C. Clemson (Seattle) v. Seattle Lighting Company. Service. Closed.

No. 1867. Bellevue Commercial Club (Bellevue) v. Pacific Telephone & Telegraph Company. Exchange and rates. Pending.

No. 1868. Balcom-Vanderhoof Logging Company (Seattle) v. Sumas Electric Light Company. Contract regulation. Ruling by Attorney General. Closed.

No. 1869. Day Lumber Company (Big Lake) v. J. B. Peterson. Safety for employees. Closed.

No. 1870. Commission v. Peshastin Orchard Ditch Company. Service. Closed.

No. 1871. A. R. McNeill (Bremerton) v. Puget Sound Naval Station Route. Overcharge. Closed.

No. 1872. Jensen Creamery Company (Seattle) v. Galbraith Dock et al. Return milk cans. Closed.

No. 1873. R. W. Franklin (Spokane) v. Pacific Telephone & Telegraph Company. Removal charge. Tariff charge made. Closed.

No. 1874. Citizens of Puyallup v. Puget Sound Traction, Light & Power Company. Light rates. Pending.

No. 1875. C. A. Cooper (Pacific Beach) v. Calvin Perry. Water discrimination. Closed.

No. 1876. Brotherhood Railway Trainmen (Seattle) v. Oregon-Washington Railroad & Navigation Company. Mixed trains. Ordered to obey laws. Closed.

No. 1877. Brotherhood Railway Trainmen (Spokane) v. Northern Pacific Railway Company. Violation full crew law. Closed.

No. 1878. J. A. Archer (Pine City) v. Chicago, Milwaukee & St. Paul Railway Company. Oil in creek. Closed.

No. 1879. State Board of Control (Olympia) v. Washington-Oregon Corporation. Electric rates, State Training School. Pending.

No. 1880. International Portland Cement Company (Spokane) v. Chicago, Milwaukee & St. Paul Railway Company. Violation of tariff rate. Complainant in error. Closed.

No. 1881. Pacific Coast Shippers Association (Seattle) v. Northern Pacific Railway Company. Excess charge on logs. Transferred to formal hearing.

No. 1882. Della Burnham (Rainier) v. Chicago, Milwaukee & St. Paul Railway Company. Cattle guards and fencing. Guards installed. Closed.

No. 1883. N. D. Showalter (Cheney) v. Hanford Irrigation & Power Company. Rates. Consolidated with C. 1903.

No. 1884. MacDonald Hale & Company (Seattle) v. Chicago, Milwaukee & St. Paul Railway Company. Absorption switching charges. Closed.

No. 1885. Claude George (Olympia) v. Pacific Telephone & Telegraph Company. Refusal to furnish phone. Closed.

No. 1886. Town of Hatton v. City Water & Feed Mill. Increased rates. Closed.

No. 1887. Jacob Holmes (Chattaroy) v. Great Northern Railway Company. Fencing. Closed.

No. 1888. Nippon Lumber Company (Alpine) v. Great Northern Railway Company. Service. Service furnished. Closed.

No. 1889. Puyallup and Sumner Fruit Growers Association (Puyallup) v. Postal Telegraph Company. Service. Closed.

No. 1890. S. J. Wray (Matlock) v. Railways. No jurisdiction. Closed.

No. 1891. M. H. Carty (Silverdale) v. Puget Sound Navigation Company et al. Transportation and rates. Closed.

No. 1892. M. J. Hayes (Seattle) v. Pacific Telephone & Telegraph Company. Deposit. Complainant satisfied. Closed.

No. 1893. J. F. Reardan (Seattle) v. Whatcom Railway, Light & Power Company. Operation. Safety. Closed.

No. 1894. A. D. Reid (West Seattle) v. C. M. Austin. Water supply. Closed.

No. 1895. G. C. Chew (Seattle) v. Seattle Lighting Company. Gas service. Closed.

No. 1896. Harry Martin (Seattle) v. Seattle Lighting Company. Gas service. Closed.

No. 1897. A. H. Mefford (Seattle) v. Seattle Lighting Company. Gas service. Closed.

No. 1898. J. F. Reardan (Everett) v. Great Northern Railway Company. Violation full crew law. Pending.

No. 1899. M. J. Cowgill (Everett) v. Everett Gas Company. Charges. Closed.

No. 1900. E. W. Wise (Centralia) v. City Water Works. Overcharge. Complainant satisfied. Closed.

No. 1901. Anna Rea Peters (Spokane) v. Pacific Telephone & Telegraph Company. Deposit. Tariff charged. Closed.

No. 1902. Otto Schoenrock (Othello) v. Northern Pacific Railway Company. Fencing. Fence ordered. Closed.

No. 1903. C. E. Patten (Seattle) v. Hanford Irrigation Company. Rates. Transferred to formal hearing.

No. 1904. Frank Dorn (Cashmere) v. High Line Canal Company. Unsafe dam. Closed.

No. 1905. Earl P. Jones (Elma) v. Elma Electric Light & Power Company. Meter in church. Pending.

No. 1906. Pacific Fruit & Produce Company (Tacoma) v. Northern Pacific Railway Company. Excessive switching charge at Aberdeen. Pending.

No. 1907. Puget Sound Navigation Company (Seattle) v. Gas Schooner Audrey. No tariff filed. Closed.

No. 1908. W. E. Caldwell (Vancouver) v. Spokane, Portland & Seattle Railway Company. Back haul overcharge. Closed.

No. 1909. Chas. E. Ray (Ceres) v. Northern Pacific Railway Company. Fencing. Pending.

No. 1910. Washington Route (Seattle) v. Chico Improvement Club. Unsafe condition of wharf. Closed.

No. 1911. Citizens of Valley v. Great Northern Railway Company. Cattle guards. Closed.

No. 1912. Citizens of Scotia v. Great Northern Railway Company. Closing station. Closed.

No. 1913. J. W. Blunt (Waterville) v. Water Company. Service. Closed.

No. 1914. Norton & Company (Tacoma) v. Vashon Navigation Company. Continuation of service. Closed.

No. 1915. Mrs. Atta Beers (Bryn Mawr) v. Seattle, Renton & Southern Railway. Discontinuance of stop. Transferred to formal hearing.

No. 1916. James A. Dougan (Seattle) v. Pacific Telephone & Telegraph Company. Change of number. Closed.

No. 1917. Wm. D. Perkins (Seattle) v. Puget Sound Traction, Light & Power Company. Carelessness in switching cars. Closed.

No. 1918. Portland C. Hunt (West Seattle) v. Seattle Lighting Company. Charges. Closed.

No. 1919. Citizens of LaConner v. Water Company. Service. Closed.

No. 1920. E. R. Wheeler (Seattle) v. Seattle Lighting Company. Gas extension. Closed.

No. 1921. Anacortes Light & Water Company (Anacortes) v. F. S. Miller. Settlement. Closed.

No. 1922. J. A. Forehand (Seattle) v. Seattle Lighting Company. Gas bill adjustment. Closed.

No. 1923. G. M. Adams (Pateros) v. Pateros Water Ditch Company. Service. Closed.

No. 1924. L. A. Hay (Seattle) v. Seattle Lighting Company. Charges. Closed.

No. 1925. G. G. Merchen (Lethbridge, Alberta) v. Hartson Avenue Water Plant. Water charges. Closed.

No. 1926. W. F. Whitney (Wenatchee) v. Ferry at Vantage. Unsafe condition. Closed.

No. 1927. Citizens of Battleground v. Southwestern Washington Telephone Company. Closed.

No. 1928. McCoy Loggle Timber Company (Bellingham) v. Northern Pacific Railway Company. Overcharges. Pending.

No. 1929. Coeur d'Alene Weaving Company (Coeur d'Alene, Idaho) v. Railroads. Excessive rates. Closed.

No. 1930. C. A. Burr (Olympia) v. Olympia Gas Company. Service. Closed.

No. 1931. R. L. Lounsbery (Olympia) v. Olympia Gas Company. Service. Closed.

No. 1932. Mrs. Sarah Mills (Walla Walla) v. Oregon-Washington Railroad & Navigation Company. Closing street. Closed.

No. 1933. John C. Ecker (Orondo) v. Orondo Water & Land Company. Water service. Closed.

No. 1934. E. M. Crain (Hatton) v. Northern Pacific Railway Company. Spur. Closed.

No. 1935. S. J. Smyth (Goldendale) v. Oregon-Washington Telephone Company. Long distance overcharge. Closed.

No. 1936. Rev. H. S. Atkins (Hugo, Colo.) v. Great Northern Railway Company. Overcharge baggage. Closed.

No. 1937. Lindsley Bros. Company (Spokane) v. Great Northern Railway Company. Overcharge demurrage. Closed.

No. 1938. Krupp Telephone Company (Krupp) v. Pacific Telephone & Telegraph Company. Service. Pending.

No. 1962. Spokane Merchants' Association (Spokane) v. Great Northern Railway Company. Excessive rate. Pending.

No. 1963. Geo. E. Lee et al. v. Camas Prairie Railway Company. Side track. Transferred to formal hearing.

No. 1964. Appleton Growers' Commercial Club (Lyle) v. Lyle Telephone Company. Service. Pending.

No. 1965. W. F. Hepperstall (Seattle) v. Pacific Telephone & Telegraph Company. Installation of telephone. Closed.

No. 1966. Diamond Ice & Fuel Company (Spokane) v. Washington Water Power Company. Power rate. Closed.

No. 1967. Pleasant Hill Telephone Company (Ostrander) v. Granger Telephone Company. Exchange rates. Pending.

No. 1968. Commission v. Olympia Light & Power Company. Rates. Closed.

No. 1969. State School for Girls (Grand Mound) v. People's Co-operative Telephone Company. Service and charges. Closed.

No. 1970. John A. Wendle (Chewelah) v. Great Northern Railway Company. Poorly constructed cattleguards. Closed.

No. 1971. Alex Polson (Hoquiam) v. Grays Harbor Railway & Light Company. Change of location of track. Closed.

No. 1972. Wm. H. Hassell (North Yakima) v. Yakima Valley Transportation Company. Overcharge on freight shipment. Closed.

No. 1973. Medical Lake Telephone Company (Medical Lake) v. Pacific Telephone & Telegraph Company. Telephone connections. Pending.

No. 1974. J. Brix (Seattle) v. Seattle Lighting Company. Payment of bills in advance. Closed.

No. 1975. E. W. LaBrech (Montesano) v. Water Company. Sprinkling rates. Closed.

No. 1976. Chas. Devlin (Elma) v. Northern Pacific Railway Company. Fencing. Pending.

No. 1977. C. B. Johnston (Milan) v. Great Northern Railway Company. Refund on ticket. Closed.

No. 1978. H. F. Scruby (Seattle) v. Pacific Telephone & Telegraph Company. Cancellation charge. Closed.

No. 1979. F. F. Gerard (Bellingham) v. Pacific Telephone & Telegraph Company. Service installation. Transferred to formal hearing.

No. 1980. Chas. A. Warhanick (Seattle) v. Seattle Lighting Company. Twenty-five cent minimum charge. Pending.

No. 1981. J. Schlump (Seattle) v. Dungeness Wharf Company. Discrimination. Closed.

No. 1982. O. E. Beebe (Bellingham) v. Pacific Telephone & Telegraph Company. Request special services. Pending.

No. 1983. E. G. Will (Seattle) v. Pacific Telephone & Telegraph Company. Special ruling on measured service. Closed.

No. 1984. City Fuel Company (Seattle) v. Northern Pacific Railway Company. Switching accommodations. Transferred to formal hearing.

No. 1985. Mrs. P. A. Oscar (Seattle) v. Seattle Lighting Company. Request for service. Closed.

No. 1986. T. H. Lloyd (Snohomish) v. Great Northern Railway Company. Drinking water at station. Pending.

No. 1987. Inspection Department v. Chicago, Milwaukee & St. Paul Railway Company. Drinking water at Snohomish. Pending.

No. 1988. Bert C. Swanson (Seattle) v. Pacific Telephone & Telegraph Company. Refusal to give service. Closed.

No. 1989. C. R. Patterson (Riverside, Cal.) v. Northern Pacific Railway Company. Lost shipment household goods. Closed.

No. 1990. Western Retail Lumbermen's Association (Spokane) v. Northern Pacific Railway Company. Increased rate on sash, etc. Closed.

No. 1991. Western Retail Lumbermen's Association (Spokane) v. Great Northern Railway Company. Excessive charge. Closed.

No. 1992. Murphy Timber Company (Portland, Ore.) v. Northern Pacific Railway Company. Excessive trainload requirement on lumber. Closed.

No. 1993. E. W. Morris (Trinidad) v. Great Northern Railway Company. Facilities at Trinidad. Closed.

No. 1994. Fair & McMorris (Dayton) v. Railways. Lost shipment grain bags. Closed.

No. 1995. Atlas Lumber Company (Seattle) v. Northern Pacific Railway Company. Excessive switching charge. Closed.

No. 1996. Woodbury Lumber Company (Brewster) v. Great Northern Railway Company. Closing road. Closed.

No. 1997. Gardena Water Users' Association (Touchet), v. Walla Walla Irrigation Company. Water service. Transferred to formal hearing.

No. 1998. A. F. Berrian (Berrian) v. Spokane, Portland & Seattle Railway Company. Fencing. Closed.

No. 1999. Elite Theater (Montesano) v. Northwestern Electric & Water Works. Electric rates. Closed.

No. 2000. John M. Mulligan (Centerville) v. Phone Company Service. Settled. Closed.

No. 2001. John K. Stewart et al. (Wenatchee) v. Phillip Miller Irrigation Company. Service. Pending.

No. 2002. In re death of L. R. Syewartson on Oregon-Washington Railroad & Navigation Company. Closed.

No. 2003. J. H. Fleming (Seattle) v. Pacific Telephone & Telegraph Company. Service. Closed.

No. 2004. G. L. Draper (Bridgeport) v. Bridgeport Development Company. Service. Closed.

No. 2005. Andrew Kennedy (Seattle) v. Oregon-Washington Railroad & Navigation Company. Refund on ticket. Closed.

No. 2006. F. A. LaClercq (Seattle) v. Pacific Telephone & Telegraph Company. Service. Closed.

No. 2007. Mrs. A. N. Simpson (Port Orchard) v. Water Company. Water supply. Pending.

No. 2008. S. F. Woody (Bothel) v. Bothel Water Company. Quality of water. Closed. Pending.

No. 2009. State Board of Health (Seattle) v. Beaux Arts Land Company. Quality of water. Closed.

No. 2010. State Board of Health (Seattle) v. Lewiston-Clarkston Improvement Company. Quality of water. Closed.

No. 2011. S. E. Dorisy (Seattle) v. Henry Sicard. Quality of water, Puyallup. Pending.

No. 2012. State Board of Health v. Camas Water Company. Quality of water. Pending.

No. 2013. State Board of Health v. Marcus Power & Water Company. Quality of water. Pending.

No. 2014. Benton Okanogan Apple Company (Tacoma) v. Pleasant Valley Irrigation & Power Company. Service. Transferred to formal hearing.

No. 2015. Chewelah Telephone Company (Chewelah) v. Town of Chewelah. Electric construction. Closed.

No. 2016. B. F. Lester (Yacolt) v. North Clarke County Light & Power Company. Street light service. Closed.

No. 2017. State Board of Health (Seattle) v. Home Power & Water Company. Quality of water, Mount Vernon. Pending.

No. 2018. State Board of Health v. Pacific Power & Light Company. Quality of water, North Yakima. Transferred to formal hearing.

No. 2019. Vashon Maury Island Commercial Club v. Inland Empire Transportation and Trading Company et al. Interchange service. Pending.

No. 2020. Mrs. Edwin Ripley (Seattle) v. Northern Pacific Railway Company. Toilet service. Closed.

No. 2021. Allentown Duwamish Improvement Club v. Northern Pacific Railway Company and Great Northern Railway Company. Crossing. Pending.

No. 2022. John H. Perry (Seattle) v. Seattle Lighting Company. Rendering accounts. Closed.

No. 2023. E. L. Gerry (Seattle) v. Puget Sound Navigation Company. Refund on ticket. Closed.

No. 2027. H. A. Boone (Prescott) v. Prescott City Water System. Rates, etc. Closed.

No. 2028. Adjutant General v. Tacoma Railway & Power Company. Service, etc. Closed.

No. 2029. A. I. Ellsworth (Seattle) v. Kitsap County Transportation Company. Insufficient service. Closed.

No. 2030. Little Spokane Light & Power Company (Deer Park) v. Spokane Lumber Company. Closing dam. Closed.

No. 2031. Miss Anna Dick (Portland, Ore.) v. Northern Pacific Railway Company. Refund. Closed.

No. 2032. Geo. H. Cecil (Chelan) v. Pacific Telephone & Telegraph Company. Service. Closed.

No. 2033. Wm. Irvine (Aberdeen) v. City of Aberdeen Water Company. Excessive charge. Closed.

No. 2034. Miles C. Moore (Walla Walla) v. Railways. Reduced rates east. Closed.

No. 2035. D. E. Brooks (Colby) v. Port Orchard Beach Improvement Club. Shipping receipts. Closed.

No. 2036. Paul Simpson (Spokane) v. Spokane & Inland Empire Railway Company. Condition of spur. Closed.

No. 2037. J. W. Lockhart (St. John) v. Oregon-Washington Railroad & Navigation Company. Loss of grain bags. Closed.

No. 2038. Far Brothers (Camas) v. Spokane, Portland & Seattle Railway Company. Lost shipment drygoods. Closed.

No. 2039. Mrs. D. A. Morrison (Riverton) v. Riverton Water Works. Service. Pending.

No. 2040. E. Alexander (Okanogan) v. Spring Coulee Ditch. Irrigation service. Closed.

No. 2041. Re death brakeman H. S. Mase on Northern Pacific at Winlock. Closed.

No. 2042. Lindstrom Handforth Lumber Company (————) v. Northern Pacific Railway Company. Overcharge on cordwood. Transferred to formal hearing.

No. 2043. David C. Smith (Berlin) v. Great Northern Railway Company. Excessive passenger fares. Closed.

No. 2044. Satsop Co-operative Cheese Factory (Satsop) v. Northern Pacific Railway Company. Rate on cheese. Pending.

No. 2055. E. E. Bentley (White Salmon) v. Northwestern Electric Company. Service. Pending.

No. 2056. M. F. Smith (Hoquiam) v. Hoquiam Water Company. Rates. Pending.

No. 2057. Mrs. R. W. Parsons (Tacoma) v. Tacoma Gas Company. Meter rates. Closed.

No. 2058. Brotherhood Railroad Trainmen (Spokane) v. Northern Pacific Railway Company. Violation full crew law. Closed.

No. 2059. F. M. Dougherty (North Yakima) v. Pacific Power & Light Company. Service. Closed.

No. 2060. A. R. Titlow (Tacoma) v. Northern Pacific Railway Company and Union Pacific Railway Company. Crossing protection. Closed.

No. 2061. E. N. Hutchinson (Blaine) v. Great Northern Railway Company. Livestock facilities. Pending.

No. 2062. L. E. Danes (Lynden) v. Northern Pacific Railway Company. Excessive freight rate. Closed.

No. 2063. Entiat Fruit Growers' League v. Great Northern Railway Company. Overcharge. Closed.

No. 2064. Washington Paving Company (Tacoma) v. Northern Pacific Railway Company. Wharf overcharge. Transferred to formal hearing.

No. 2065. Everett Box & Manufacturing Company (Everett) v. Northern Pacific Railway Company. Switching charge. Pending.

No. 2066. N. C. Shaver (Echo) v. Echo Valley & Colville Telephone Company. Service. Pending.

No. 2067. Chas. W. Allen (North Yakima) v. Yakima Valley Transportation Company. Excessive freight rate. Closed.

No. 2068. Northern Clay Company (Auburn) v. Great Northern Railway Company. Overcharge terra cotta. Closed.

No. 2069. W. S. Lewis (Spokane) v. Pacific Telephone & Telegraph Company. Overcharge. Pending.

No. 2070. W. D. Gunkel (Waterville) v. Great Northern Railway Company. Auto at station. Pending.

No. 2071. Rebecca Lantz Muir (Spokane) v. Pacific Telephone & Telegraph Company. Service. Pending.

No. 2072. E. L. Meeker (Olympia) v. Pacific Telephone & Telegraph Company. Service. Closed.

No. 2073. Stearn Lumber & Shingle Company (Stearnsville) v. Northern Pacific Railway Company. Excessive switching rate. Pending.

No. 2074. M. S. Rubens (Spokane) v. Pacific Telephone & Telegraph Company. Charges. Closed.

No. 2075. T. J. Polley (Bellingham) v. Pacific Telephone & Telegraph Company. Refund. Pending.

No. 2076. Mary Collins (Leavenworth) v. Telephone Company. Service. Closed.

No. 2077. C. E. Grove (Spokane) v. Pacific Telephone & Telegraph Company. Name in directory. Closed.

No. 2078. Seattle Port Commission (Seattle). Protest warehouse bond. Closed.

No. 2079. Yakima County Commissioners v. Railways. Rates on gravel. Closed.

No. 2080. R. A. Hutchinson (Spokane) v. Railways. Free ore haul to college. Closed.

No. 2081. Miss C. D. Williams (Tacoma) v. Sunset Telephone & Telegraph Company. Excessive charges. Closed.

No. 2082. N. L. Ward (Goldendale) v. Great Northern Railway Company. Refund on unused ticket. Closed.

No. 2083. Builders' Supply Company (Everett) v. Northern Pacific Railway Company. Overcharge on wooden gutter pipe. Tariff rates charged. Closed.

No. 2084. John Scow et al. (Spokane) v. Great Northern Railway Company. Refund on excursion ticket. Tariff rates charged. Closed.

No. 2085. Bucoda Coal Company (Bucoda) v. Northern Pacific Railway Company. Overcharge. No formal complaint. Closed.

No. 2086. Railroad Men's Legislative Board (Redmond) v. Railways. Violation full crew laws. Pending.

No. 2087. Arthur Simmons (Milton) v. Puget Sound Electric Railway. Half-fare transfers. Pending.

No. 2088. W. G. Hufford (Stevenson) v. Spokane, Portland & Seattle Railway Company. Passenger service on Goldendale branch. Additional train installed. Closed.

No. 2089. Western Pine Manufacturers' Association (Spokane) v. Pacific Telephone & Telegraph Company. Refusal to make refund. Transferred to formal hearing.

No. 2090. Commercial Club (Almira) v. Northern Pacific Railway Company. Lights for station. Lights installed. Closed.

No. 2091. McKinley Mitchel (Portland, Ore.) v. Spokane, Portland & Seattle Railway Company. Agent at Fishers. Pending.

No. 2092. R. E. Leonard (Walla Walla) v. Pacific Power & Light Company. Deposit. Pending.

No. 2093. Fred W. Clotterham (Spokane) v. Railway. Pass to employee. No jurisdiction. Closed.

No. 2094. Spring Coulee Independent Telephone Company (Okanogan) v. Pacific Telephone & Telegraph Company. Switching rates. Pending.

No. 2095. Far West Clay Company (Tacoma) v. Great Northern Railway Company. Overcharge misrouted shipment. Tariff rate charged. Closed.

No. 2096. Robinson Fisheries Company (Anacortes) v. Great Northern Railway Company. Overcharge. Transferred to formal hearing. Refund made. Closed.

No. 2097. Northwest Trading Company (Seattle) v. Northern Pacific Railway Company. Diversion charge. Transferred to formal hearing.

No. 2098. C. L. Henry (Marshall) v. Northern Pacific Railway Company. Blocking crossing. Conditions remedied. Closed.

No. 2099. Western Retail Lumbermen's Association (Spokane) v. Hewitt Lee Funk Company. Misbilling. Correctly billed. Closed.

No. 2100. G. F. Messer (Aberdeen) v. Pacific Telephone & Telegraph Company. Excessive toll charges. Pending.

No. 2101. Westside Manufacturing Company (Spokane) v. Northern Pacific Railway Company. Spur track. Transferred to formal hearing.

No. 2102. Mrs. O. G. Ellis (Olympia) v. Olympia Gas Company. Deposit. Adjusted and closed.

No. 2103. Commission v. Northern Pacific Railway Company. Violation full crew act. Pending.

No. 2104. In the Matter of Water Supply at Auburn. Investigated. Closed.

No. 2105. In the Matter of the Water Supply at Wilkeson. Investigated. Closed.

No. 2106. In the Matter of the Water Supply at Sumner. Investigated. Closed.

No. 2107. In the Matter of the Water Supply at Orting. Investigated. Closed.

No. 2108. Seattle Construction & Dry Dock Company (Seattle) v. Northern Pacific Railway Company. Challenges reasonableness of Rule 20 in Supplement 8, Western Classification No. 53. Pending.

No. 2109. Western Retail Lumbermen's Association (Spokane) v. Spokane & Inland Empire Railway Company. Misbilling. Correct rate collected. Closed.

No. 2110. Geo. F. Laugelour (Hunters) v. Great Northern Railway Company. To compel construction of branch line. No jurisdiction. Closed.

No. 2111. R. R. Davis (Seattle) v. Seattle Lighting Company. Gas extension. Extension made. Closed.

No. 2112. William E. Chase Engineering Company (Spokane) v. Washington Water Power Company. Service. Transferred to formal hearing.

No. 2113. B. G. Cheney (Montesano) v. Northwest Electric & Water Works. Discrimination. No formal complaint. Closed.

No. 2114. Trueman L. Mitchel (Porter) v. Northern Pacific Railway Company. Damages for stock killed. No jurisdiction. Closed.

No. 2115. Pacific Interstate Commerce Bureau (Seattle) v. Great Northern Railway Company. Overcharge. Closed.

No. 2116. Commercial Club (Port Orchard) v. Dock. Wharfage charges. No formal complaint. Closed.

No. 2117. W. A. Jennings (Dayton) v. Mutual Telephone Company. Service. No jurisdiction. Closed.

No. 2118. B. C. Hastings (Seattle) v. Seattle Lighting Company. Extension of mains. Extension made. Closed.

No. 2119. City Council (Renton) v. Puget Sound Traction, Light & Power Company. Excessive lighting rate minimum. Pending.

No. 2120. Columbia Transportation Company (Seattle) v. Colby Wharf. Discrimination. None disclosed. Closed.

No. 2121. L. R. Phillips (Molson) v. Great Northern Railway Company. Delay in livestock shipment. Conditions remedied. Closed.

No. 2122. F. W. Peabody (Edmonds) v. Edmonds Light & Power Company. Refusal of short time service. Suggested new tariff be filed to cover complaint. Closed.

No. 2123. North Pacific Sea Products Company (Seattle) v. Smith's Cove Oil Dock and Warehouse Company. Discrimination. Tariff rates charged. Closed.

No. 2124. Foss Electric Company (Bremerton) v. Bremerton-Charleston Light & Fuel Company. Service connections. Closed.

No. 2125. Washington Farmers' Co-operative Telephone Association of Mt. Pleasant v. Spokane, Portland & Seattle Railway Company. Overhead wire construction. Parties instructed to observe the law. Closed.

No. 2126. Upper Columbia Steamship Company (Bridgeport) v. Great Northern Railway Company. Extension of spur at Pateros. Pending.

No. 2127. Granger Telephone & Telegraph Company (Kelso) v. Alfred Johnson. Refusal to furnish service. Closed.

No. 2128. Commission v. Spokane, Portland & Seattle Railway Company. Dangerous bridges at Rockwell and Washtucna. Conditions remedied. Closed.

No. 2129. Preston Shaffer Milling Company (Waitsburg) v. Oregon-Washington Railroad & Navigation Company. Switching charges. Pending.

No. 2130. Rev. Seldon Ewing (Timber Valley) v. Lyle Telephone Company. Service. Closed.

No. 2131. Cashmere Apple Company, Inc. (Cashmere) v. Railways. Icing overcharge. Interstate. Closed.

No. 2132. General Mercantile Company (Seattle) v. Oregon-Washington Railroad & Navigation Company. Excessive switching charge. Interstate. Closed.

No. 2133. Commission v. Seattle Lighting Company. Quality of gas. Company having agreed to comply with Commission rules case dismissed.

No. 2134. I. M. Clemens (Seattle) v. Pacific Telephone & Telegraph Company. Responsibility for money lost in telephone box. Ruling made. Closed.

No. 2135. W. D. Gunkel (Waterville) v. Great Northern Railway Company. Refusal to permit auto stage owners soliciting passengers at railway station. Ruling in favor of company. Closed.

No. 2136. Star Machinery Company (Seattle) v. Port Williams Dock. Overcharge. Refund of 29 cents suggested. Closed.

No. 2137. Thompson & Stacy (Tacoma) v. Railways. Excessive rate on soda ash. Pending.

No. 2138. Ernest Woodcock (North Yakima) v. Woodhouse Telephone Company. Discrimination. Pending.

No. 2139. L. P. Unger (Goshen) v. Pacific Telephone & Telegraph Company. Service. Pending.

No. 2140. City Authorities (Hoquiam) v. Hoquiam Water Works. Manner of laying water mains. Held that jurisdiction is solely with city authorities. Closed.

No. 2141. E. L. Koehler (Aberdeen) v. Pacific Telephone & Telegraph Company. Refund of deposit. Settled and closed.

No. 2142. In the matter of the death of brakeman Harry Mase near Winlock, July 16, 1915. Investigation made. Closed.

No. 2143. P. H. Akrill (Lyle) v. Lyle Telephone Company. Pending.

No. 2144. Dr. O. Edwards (Seattle) v. Seattle Lighting Company. Refund minimum charge. Formal order not retroactive. Closed.

No. 2145. In the Matter of the Death of J. C. Masse and H. E. Morgan, fatally injured by boiler explosion Oct. 20th, 1915, near Leavenworth, on Wenatchee Valley & Northern Railway. Investigation made. Closed.

No. 2146. Malcom Hughes (Seattle) v. Seattle Lighting Company. Discount on payment of bills. Tariff followed. Closed.

No. 2147. Citizens of Sumner v. Pacific Telephone & Telegraph Company. Service. Improvements to plant agreed upon. Closed.

No. 2148. City Authorities (Renton) v. Pacific Telephone & Telegraph Company. Rates. Pending.

No. 2149. W. H. Murray (Withrow) v. Withrow Improvement Company. Discrimination of service. Company ordered to give notice of cut off. Closed.

No. 2150. A. H. Kenyon (Spokane) v. Washington Water Power Company. Lighting rates. Transferred to formal hearing.

No. 2151. R. J. Cameron (Seattle) v. Seattle Lighting Company. Discount. Tariff rates charged. Closed.

No. 2152. Star Steamship Company (Seattle) v. Westside Barge Company. Operating without a tariff. Pending.

No. 2153. Star Steamship Company (Seattle) v. Lillco Transportation Company. Operating without tariff. Pending.

No. 2154. T. E. Baker (Tacoma) v. Pacific Telephone & Telegraph Company. Moving charge. Tariff rate charged. Closed.

No. 2155. John F. Hogan (Seattle) v. Seattle Lighting Company. Deposit charge. Made according to tariff. Closed.

No. 2156. Robert D. Hamlin (Seattle) v. Puget Sound Traction, Light & Power Company. To compel street car extension. No jurisdiction. Closed.

No. 2157. Greenbank Company (Seattle) v. Whidby Telephone Company. Rates. Pending.

No. 2158. J. W. Sherfey (Pomeroy) v. Pacific Power & Light Company. Deposit for electrical service. According to tariff. Closed.

No. 2159. Citizens (Smyrna) v. Chicago, Milwaukee & St. Paul Railway Company. Station and train service. Pending.

No. 2160. Oscar Klocker (Port Townsend) v. Pacific Telephone & Telegraph Company. Rates. Pending.

No. 2161. Frank Terrace (Orillia) v. Seattle Port Commission. Discrimination. No jurisdiction. Closed.

No. 2162. E. P. Moran (Bellevue) v. Westside Barge Company. Operating without a tariff. Pending.

No. 2163. In the Matter of the Death of Frank Brunnelle on Manitou Park street car, Spokane, Nov. 1, 1915. Investigation made. Closed.

No. 2164. In the Matter of the Death of Fred H. Harris, struck by Washington Water Power Company street car at Spokane October 30, 1915. Investigated. Closed.

No. 2165. Geo. F. Land (Seattle) v. Seattle Lighting Company. Extension of gas mains. Pending.

No. 2166. O. E. Sauter (Seattle) v. Seattle Lighting Company. Discount on bills. Tariff rate charged. Closed.

No. 2167. In the matter of the investigation of the water supply of Mount Vernon. Pending.

No. 2168. .Petition of Winlock Water Company (Winlock) for ruling on meter charges. Pending.

No. 2169. John Barger (LaCrosse) v. Oregon-Washington Railroad & Navigation Company. Overcharge. Interstate. Closed.

No. 2170. E. L. Hooper (Seattle) v. Navy Yard Route. Discrimination. Pending.

No. 2171. City Officials (Brewster) v. McPherson Bros. Company. Service and rates Brewster Ferry. Pending.

No. 2172. In the Matter of the Investigation of the Wreck on the Great Northern Railway at Interbay, March 31st, 1915. Investigated. Closed.

No. 2173. Burgoust Davies Company (Seattle) v. Northern Pacific Railway Company. Delay delivery of shipments. Promise made of better conditions. Closed.

No. 2174. Twilight Lumber & Fuel Company (Spokane) v. Pacific Telephone & Telegraph Company. Installation charge. See 2188.

No. 2175. Mr. Taylor (Montesano) v. Northern Pacific Railway Company. Refund. Pending.

No. 2176. Puget Sound Navigation Company (Seattle) v. Gas Boat Vamook. Operating without a tariff. Pending.

No. 2177. F. G. Fowler (Spokane) v. Great Northern Express Company. Interstate. Closed.

No. 2178. J. R. Vincent (North Yakima) v. Pacific Telephone & Telegraph Company. Moving charges. Transferred to formal hearing.

No. 2179. D. E. Kelley (Bishop) v. Oregon-Washington Railroad & Navigation Company. Discrimination in refusing to accept shipment. Shipment accepted. Closed.

No. 2180. E. F. Bohonnan (O'Brien) v. Railways. Private crossing. No jurisdiction. Closed.

No. 2181. M. J. Roche (Seattle) v. Pacific Telephone & Telegraph Company. Refund on deposit. Closed.

No. 2182. Harry Shelton (Seattle) v. Pacific Telephone & Telegraph Company. Refund of forfeited deposit. Commission cannot order refund. Closed.

No. 2183. Mrs. W. B. Taylor (Richmond Beach) v. Pacific Telephone & Telegraph Company. Refund of forfeited deposit. Commission cannot order refund. Closed.

No. 2184. Dr. Thos. Tetreau (North Yakima) v. Northern Pacific Railway Company. Unsanitary condition at station. Conditions remedied. Closed.

No. 2185. Commission v. Great Northern Express Company. Overcharge. Tariff rate charged. Closed.

No. 2186. Tucker Hanford Co. (Seattle) v. Pacific Telephone & Telegraph Company. Rates. Pending.

No. 2187. Harry H. James (Seattle) v. Pacific Telephone & Telegraph Company. Rates. Pending.

No. 2188. Twilight Lumber & Fuel Company (Spokane) v. Pacific Telephone & Telegraph Company. Refund. Expired by statute of limitations. Closed.

No. 2189. Gatewood-Fauntleroy Improvement Club (Seattle) v. Puget Sound Traction, Light & Power Company. Service. Pending.

No. 2190. C. S. Goshart (Seattle) v. Pacific Telephone & Telegraph Company. Refund of deposit. Closed.

No. 2191. Mrs. S. B. Hoffer (Echo Lake) v. Everett Interurban Railway. Damage to shipment in transit. No jurisdiction. Closed.

No. 2192. Martin Bros. (Dolphin) v. Great Northern Express Company. Routing of shipment. Pending.

No. 2193. Wadhams & Company (Portland, Ore.) v. Spokane, Portland & Seattle Railway Company. Accommodations at Goodnoe Hills Station. Caretaker appointed. Closed.

No. 2194. Leroy DeLong (Seattle) v. Seattle Lighting Company. Refund. Allowed. Closed.

No. 2195. Henry B. Kessler (Seattle) v. Northern Pacific Railway Company. Private crossing. No jurisdiction. Closed.

No. 2196. Western Pine Manufacturers Association (Spokane) v. Northern Pacific Railway Company. Refund. Settlement made. Closed.

No. 2197. Citizens of Ralston v. Chicago, Milwaukee & St. Paul Railway Company. Night agent at Ralston. Agent installed. Closed.

No. 2198. Washington Paving Company (Seattle) v. Everett Dock and Warehouse Company. Excessive wharfage. Pending.

No. 2199. J. F. Phillips (Saluskin) v. Northern Pacific Railway Company. Overcharge. Disputed claim. No jurisdiction. Closed.

REPORT OF ENGINEERING DEPARTMENT.

OLYMPIA, WASH., Dec. 1, 1915.

The Public Service Commission of Washington, Olympia, Washington.

GENTLEMEN: Complying with your request of recent date for a report covering the work of your Engineering Department during the fiscal year ending November 30, 1915, the following is offered:

KEY CITY LIGHT AND POWER COMPANY.

The appraisal of the property of this company, which owns and operates the light and gas plants in Port Townsend, Washington, was completed in December, 1914, and the completed report submitted at the hearing held later in the same month.

To the expenditure of \$602.05 during the fiscal year ending November 30, 1914, there was an added expenditure of \$266.03 for the completion of this work.

NORTHERN IDAHO AND MONTANA POWER COMPANY.

This company owns the electric system in Newport, Washington, as well as the systems in Newport, Priest River and Sandpoint, Idaho, and the case of Newport, Washington, involved practically the entire plant of the company in the Idaho towns as well. This was especially true with regard to the operating statistics.

An expenditure of \$280.60 was incurred prior to November 30, 1914, and an additional expense of \$615.78 was added in completing the final report for submission in January, 1915.

EVERETT GAS COMPANY.

The electric and gas service of the towns of Snohomish and Monroe is furnished by the Everett Gas Company. An appraisal of this company's plant was started prior to November 30, 1914, and an expenditure of \$508.80 incurred up to that date. An additional expenditure of \$827.14 was incurred in bringing this appraisal and investigation to completion in December of 1914.

SEATTLE, RENTON & SOUTHERN RAILWAY.

During the early part of the fiscal year an expenditure of \$207.70 was incurred in securing data supplemental to an appraisal previously made of this property.

SEATTLE JITNEY BUSES.

For the purpose of securing some approximate data for submission to various officials and legislative committees contemplating regulation of this class of service, a hurried check of the situation in Seattle was made. This incurred an expenditure of \$448.91 and resulted in getting the data desired.

PACIFIC POWER AND LIGHT COMPANY.

During the period between April, 1913, and November 30, 1914, an appraisal of the electric properties of the Pacific Power and Light Company in Washington was made. This also included the appraisal of the electric properties of the company in Oregon which were physically connected with the properties in this state. A final report of the value of this property as of June 30, 1913, was submitted at a hearing held for the purpose of arriving at a value for rate making purposes. An expenditure of \$11,541.07 was incurred in making this appraisal and investigation. In preparation for the rate hearing, opening May 6, 1915, in North Yakima, it was necessary to bring this appraisal up to the date of December 31, 1914, and to make an investigation of the operation, revenues and expenses. The report resulting was submitted at this hearing, and the work involved necessitated an expenditure of \$1,717.63. The methods followed in this report were evolved almost wholly by this Commission, notwithstanding the fact that it is practically coincident with a method used by a neighboring commission in a much similar case.

PUGET SOUND TRACTION, LIGHT & POWER COMPANY.

In March, 1915, work was started on the appraisal of the properties of this company which serve the city of Seattle and immediate vicinity. While it was the primary purpose of this investigation to arrive at a valuation of the street railway system, it was found necessary to make a complete appraisal of the entire system of the company, because of the fact that the railway system, and the light and power system, make a common use of the various generating and transmission units supplying the energy. In addition to this there was also the single management.

The Commission was fully advised of the magnitude of the undertaking as well as the length of time and the expenditure estimated to be necessary for its completion. Because of the enormous expense involved in attempting to carry on three appraisals of so great magnitude at the same time, it was deemed advisable to discontinue this work temporarily, and complying with instructions issued, this appraisal and investigation was discontinued September 30, 1915, to be again resumed following the completion of the Telephone and Water Power cases. The work is approximately fifty-five per cent. complete, and the data secured is available for use when the work is again resumed. An expenditure of \$10,510.67 has been incurred.

PACIFIC TELEPHONE & TELEGRAPH COMPANY.

This case involved an appraisal and investigation of all of the property of the Pacific Telephone & Telegraph Company, both exchange and toll, throughout the state. Because of the area covered and the amount of detail to be listed, such a large field force was required that, at any time in the past, the cost had been considered prohibitive.

The Pacific Telephone & Telegraph Company contemplated an appraisal of their entire property located in California, Oregon, Washington and parts of Idaho and Nevada. It seemed unnecessary to duplicate the expenditure and labor involved in making an inventory. The only difference that could exist between the Commission's and the company's inventory would be due wholly to errors, the existence of physical property being a matter of fact and not an estimate. It was arranged that the company file, with the Commission, a copy of their inventory or listing of the physical property in this state, and that the Commission, by checking in the field, could assure itself that this listing of property was substantially correct. The inventory has been submitted, and checks have been made in the field. Investigation of existing records and accounts have been made by the Commission. In short, this appraisal is being made in the same manner that all appraisals have been made by the Commission, excepting that it did not collect the field data, but by checking has satisfied itself of the accuracy of the inventory submitted.

Some idea of the magnitude of the work is conveyed by the following. The property of the Pacific Telephone & Telegraph Company in the State of Washington, consists of one hundred and twelve exchanges, owned and operated by this company, and toll property in thirty-seven of the thirty-nine counties of the state. In addition to the above, the company owns certain equipment at ninety-seven other points termed "connecting company points," or apparatus located in exchanges with which the Pacific Telephone & Telegraph Company connects, but does not own. There are also nine other points in the State of Washington that are toll stations, but receive service through exchanges that are located outside the state.

Under the method pursued the state has an accurate inventory of the physical property, and in order to appreciate the saving that has been effected, it has been ascertained that the telephone company has expended upon this inventory and the appraisal, up to the first of December of this year, approximately \$175,000.00. Probably \$80,000.00 or more of this expenditure, has been incurred in making the field inventory and compiling the data as submitted to the Commission. The fact that the company was unable to meet the prearranged schedule, necessitated more time and a greater expenditure, on the part of this department, than was anticipated in a report submitted early in the year. However, the expenditure to date is \$18,118.39, consequently, even with the additional expense necessary to bring the work to completion on or before January 31, 1916, it can readily be seen that there has resulted a very material saving to the state.

THE WASHINGTON WATER POWER COMPANY.

The appraisal and investigation of the properties of this company was begun in the latter part of March, 1915. This involves all their property in Washington and their Idaho property as well, since the property in the two states is physically connected.

This company supplies street railway service to Spokane, and interurban service between Medical Lake and Cheney, and Spokane. It also supplies electrical energy to thirty-five towns located in ten counties in the eastern and southeastern part of this state, and to approximately half that number of towns in the counties of Latah, Shoshone, Kootenai and Bonner in Idaho.

Because of the interest that the State of Idaho has in an appraisal of this property, through arrangements made between the Public Utilities Commission of the State of Idaho and yourselves, the Idaho Commission rendered valuable assistance, particularly in the appointing of a most capable engineer in the person of Mr. W. G. Swendsen of Boise, to represent them. They also furnished their chief accountant, Mr. H. H. Miller, for a good portion of the time, as well as an additional assistant engineer.

A complete inventory of this entire property has been made, the field work having been completed during the past month, and the completed report should be furnished to the Commission about March 31, 1916. The cost of the work to date, exclusive of real estate appraisals, has been \$16,163.83. The cost of the completed work will very closely approximate the original estimate, and it now appears that the cost per thousand of making this appraisal will fall materially below the average cost of previous appraisals. While this is in part due to the size of the property, credit is also due to the assistant engineers and accountants actively engaged upon the work.

HANFORD IRRIGATION CASE.

A complaint being filed against the Black Rock Power and Irrigation Company, the Consumers Ditch Company and the Agathon Land Company, particularly with reference to irrigation rates in what is known as the Hanford District, necessitated an appraisal and investigation of the property involved in supplying the service. Portions of the property were appraised at the time of the appraisal of the Pacific Power and Light Company property. These are being checked over and brought up to date, together with the remaining property, in a report which should be ready for submission to the Commission shortly after the first of the year.

MISCELLANEOUS.

Throughout the year numerous minor investigations and reports have been made, either directly to the Commission by employees in this department, or by other departments with their assistance, among which might be mentioned the following cases:

Grays Harbor Railway, Light and Power Company,
Dungeness Wharf,
Everett Railway, Light and Water Company,
Bellingham Meter Investigation,
Tacoma Railway and Power Company,

Vancouver Water Pressure Investigation,
Riverton Water Company,
Miller Ditch Investigation,
Telephone Deposit,
Puget Sound Eastern Railway Crossing, Duwamish,
Hanford-White Bluffs Telephone.

The engineering work in connection with Grade Crossings has not been under the direction of this department; this is also true of various work in connection with the Service Department, which reported to the Commission direct, consequently no other reference has been made to this work.

The expense incurred in maintaining this department during the past year has exceeded in total that of any recent year, but it should be remembered that any one of three cases, which have been under way practically throughout the year, exceeds in magnitude and in the number of people vitally interested, the total of all cases of any previous biennium, excluding only the railway appraisals. Taking this into consideration, the expenditure has been surprisingly small.

Respectfully submitted,

T. E. PHIPPS,
Chief Engineer.

**DISPOSITION OF CASES DECIDED AND STATUS OF
PENDING CASES AFFECTING GRAIN AND HAY
DEPARTMENT AND WAREHOUSE
COMPANIES.**

No. 1936.

IN THE MATTER OF FIXING STANDARD GRADES FOR GRAIN AND HAY.

Changes in standard grades and in rules and regulations for inspection and weighing and governing warehouses were proposed by the Commission. Hearings were had to receive objections, if any, and the amended grades, rules and regulations were ordered. As these have been printed in pamphlet form, and may be secured free from the Grain Department, Tacoma, they are not here printed.

REPORT OF GRAIN INSPECTION DEPARTMENT.

TACOMA, WASH., Dec. 1, 1915.

To The Public Service Commission of Washington:

GENTLEMEN: I hand you herewith my report showing receipts and expenditures of the Grain Inspection Department for the year ending June 30, 1915, and take the opportunity of submitting a brief summary of the work done during that period.

The year has been a busy one, not only in performing the routine duties incidental to the weighing and inspecting of some 25,000 car lots of grain and hay, but many things that tended to add to the usefulness of the department have engaged a very great part of our attention.

For a considerable period before the last legislature convened, a great deal of time was spent in assisting in the drafting of a bill governing the operation of public terminal warehouses. The Clearing House Associations of Seattle, Tacoma and Spokane were interested in the proposed legislation and took a very active part in drafting the bill that was finally enacted into law. Also the shippers of grain gave the measure their support, the State Convention and the Lincoln County Convention of the Farmers Educational and Co-operative Union endorsed the measure and lent their influence in having it favorably considered by the legislature.

The terminal grain dealers were consulted and advised with regarding the various proposals of the measure, two meetings being held with the Merchants Exchange of Seattle for that purpose.

The measure as finally passed had the approval of the banking interests of the state, the terminal grain dealers, and the east side shippers and producers, and was enacted into law by the unanimous vote of both bodies of the State legislature.

This act was largely a copy of the Illinois statute, and provides for the registration of warehouse receipts issued by Class A public terminal warehouses. By its provisions a terminal warehouse receipt issued for grain received into a Class A warehouse becomes unquestioned security for money advanced by banks, thus facilitating the movement of the grain crop.

Four large terminal warehouses have qualified under the provisions of the act as Class A warehouses, namely: the Milwaukee Elevator Co., the Northwestern Dock Co., and the Merchants Warehouse Co. of Tacoma, and the Port of Seattle, Seattle.

The act also provided for Class B warehouses, to which the privilege of registering their warehouse receipts was not given. The Sperry Flour Co., Balfour-Guthrie & Co. of Tacoma, and Balfour-Guthrie & Co., Albers Bros. Milling Co., W. W. Robinson Co. and the Port of Seattle, of Seattle, have qualified as Class B warehouses. The Pacific Grocery Co. of Everett also became a B class house under this act.

In order that no mistake might be made in starting the work, the writer, accompanied by Chief Clerk A. M. Mecklem, visited Minneapolis and Kansas City and made a thorough investigation of the methods in use in the registration of warehouse receipts. On returning the Chief Clerk, who becomes Registrar by the provisions of the act, prepared a system of reports and accounting, and the Class A warehousemen co-operated by adopting similar methods, which has resulted in a harmonious conduct of the work to this date. If there are weaknesses in the system, the fact will be clearly demonstrated by the close of the cereal year and we want to assure the warehousemen of the thorough willingness of the department to co-operate with them in all efforts tending to result in a more perfect working condition.

The last legislature passed an act which, had it become a law, would have abolished the inspection of hay by the state. This department would have profited very materially had we been relieved of this part of the work. The fees received for inspection and weighing of hay do not nearly pay the expenses incidental to the work, and while hay inspection is only a small per cent of our work, it has, in the past, resulted in the greatest per cent of dissatisfaction. However, we did not seek to be freed from this portion of the work, feeling as we did that we served a very useful purpose in the weighing and inspecting of hay, and inasmuch as we were servants of the public, we felt it was incumbent upon us to accept the unpleasant features of the work as a part of our duty to the public. The bill was passed during the closing hours of the session and as it abolished the inspection of hay by failing to include hay with grain in a general bill that had for its purpose the transferring of the Grain Inspection Department from the control of the Public Service Commission to that of the Agricultural Commission, it was not generally known that inspection of hay would be abolished by the change. However, when the fact did become generally known, protests came from every section of the state, and the representations were so strong that Governor Lister felt justified in withholding his approval of the measure and hence it failed to become a law. The Inspection Department feels highly gratified with the stand taken by so many shippers of hay against abolishing inspection. We trust we merited their confidence as expressed in resolutions of protest against the act becoming a law.

We desire to remark right here that some form of inspection of hay arriving in Seattle and Tacoma, would have been maintained. Had State inspection and weighing been abolished, the Merchants Exchange would have at once put on inspection under its supervision. Those who opposed inspection, thinking if it was abolished buyers would have been forced to buy hay basis grade at point of shipment, would have been seriously disappointed. The Merchants Exchange inspection would have taken up the work where the State laid it down.

The Public Service Commission had hearings in Spokane and Seattle during August for the purpose of determining if any changes

should be made in the grading of grain and hay. These meetings were very well attended by the grain men of the state, and a few minor changes and additions were made. The new grades and differentials which were fixed, governing hay, seem to have served the purpose for which they were intended, as very few complaints have been lodged against the work in the hay department since the work has been performed under the new rules and grades. We feel that the new rules, while not all we proposed was granted, and not all the protests made by the terminal dealers were allowed, will enable the hay inspection to render more nearly exact justice to both parties than was possible under the former rules. If we can render justice to all interested parties, then our mission shall have been accomplished and we shall not be greatly concerned with reference to any other phase of the question.

The new grades for Northern Spring and Hard Winter, adopted by the Public Service Commission, to apply to grain reaching this market from Montana and Dakota, have resulted most satisfactorily to both buyer and seller of these wheats. It has made trade more easy and more uniform between the coast and Minneapolis dealers on shipments to the coast—just the one thing it was thought would result.

A rule was provided by the Public Service Commission by which smut discounts would be determined by the use of a laboratory scouring machine instead of the comparative test as formerly in use. It was also provided that the discount by reason of smut content would be designated by percentage instead of by degrees, as formerly. Very little confusion resulted by reason of this change. Rubber stamps were prepared, and on each certificate was stamped, in red ink "Smut is designated in percentage and not in degrees. The number in the smut column is the percentage of discount." This practice was continued until the trade became thoroughly familiar with the change, thus materially assisting in avoiding confusion which might have followed.

The installation of scouring machines to determine the discount by reason of smut placed the department in a position to eliminate guessing. We are now in a position to determine just how much the smut will weigh with nearly as much exactness as we can determine the weight of five sacks of wheat. We spent several months testing the machines before finally adopting them for universal use, and we are very much pleased to report they have met every test with complete satisfaction, and when we now place a discount for smut we feel just as sure of its correctness as we do of the correctness of weights ascertained by our weighers. The element of human error still remains in both, but no greater in one than in the other, and is just as easy to detect and correct in one as in the other.

The few changes made by your honorable body in grades for grain, and in the rules governing our work, have proved practical and beneficial.

Permit me to suggest that the department is now compiling more complete statistics with reference to grades, discounts, etc., of grain

and hay coming under its jurisdiction than have ever been attempted in the past, and we are making this report brief for the reason that the work has not progressed far enough to be incorporated in this.

In conclusion I want to thank the Public Service Commission, the various Chief Deputies, Chief Clerk, and deputy inspectors for their splendid co-operation, without which the results of the year would not have been nearly so satisfactory.

Very respectfully submitted,

R. D. JARBOE,
Chief Grain Inspector.

TACOMA, WASH., Dec. 9, 1915.

By the following tabulations of reports received from public warehouses of receipts of grain from July 1st to November 1st, 1915, it will be seen that 44,501,695 bushels of wheat had been delivered at the latter date. Between November 15, 1914, and June 30, 1915, there were delivered 1,895,613 bushels of wheat and it is reasonable to expect the deliveries from November 1, 1915, to June 30, 1916, the time of making final report of receipts, will be at least 2,000,000 bushels. In Walla Walla County over 400,000 bushels of wheat were hauled to private warehouses, which is not included in summary indicated below. It will require at least three million bushels for feed and seed and the production west of the Cascade Mountains has not been taken into consideration. This production, together with an amount produced in Okanogan, Kittitas, Yakima and Stevens counties not reported to the Grain Department, will no doubt total half a million bushels.

The total production, therefore, may be figured as follows:

Amount passing through public warehouses.....	43,619,142
Deliveries from Nov. 1, 1915, to Jan. 1, 1916.....	2,000,000
Seed and feed.....	3,000,000
Private warehouses	400,000
West side and other counties not reporting fully....	500,000
Total	49,619,142

The barley crop is over 2,000,000 bushels short of 1914 production and the oat crop about 600,000 bushels short. The comparative statement does not show quite so much deficiency, but when it is known that a bushel of the 1914 crop was figured at 36 pounds and the 1915 crop at 32 pounds, the 600,000 bushels shortage will be more apparent.

Public warehousemen report 30,118,833 bushels of wheat remaining in store November 1. These figures were not compiled last year, but the percentage of wheat in store November 15, 1914, time of making report, was materially smaller both in number of bushels and in percentage of total production.

The 1915 crop has not only proved the largest in volume, but it was of good quality, and was harvested in perfect condition. The moisture content was low, running from 8 to 10 per cent. The average gluten

content will run lower than in former years, owing to the perfect conditions existing during ripening period. Contrasted with the badly damaged condition of the grain crop in almost every other section of the United States, the Washington grain grower has been highly favored in the growing and harvesting of the 1915 crop.

Estimating the Washington production of wheat to be 60 per cent. of the total production of Washington and Oregon and Idaho, the yield for the three states in 1915 was 82,698,570 bushels, the largest by far in the history of the Pacific Northwest.

CROP OF 1915.

REPORT OF GRAIN RECEIVED BY PUBLIC WAREHOUSES FROM JULY 1, 1915, TO NOVEMBER 1, 1915, AND AMOUNT OF WHEAT REMAINING IN STORE ON THE LATTER DATE.

ADAMS COUNTY

Station—	Wheat.	Oats.	Barley.	Wheat on Hand.
Batum	191,331	.....	.....	78,165
Benge	126,871	2,098	3,395	102,959
Bruce	119,858	.....	.....	79,793
Cunningham	198,262	.....	.....	129,212
Hatton	278,134	.....	.....	155,725
Keystone	243,722	6,061	1,939	155,146
Lind	449,027	.....	200	339,497
Lauer	275,170	.....	.....	163,670
Moody	227,844	.....	.....	138,085
Marcellus	200,000	.....	.....	110,045
Mark	25,415	.....	.....	100
Othello	9,555	.....	.....	6,803
Paha	152,064	.....	.....	118,634
Packard	237,379	.....	.....	158,536
Pizarro	197,133	.....	.....	152,623
Ralston	206,761	.....	.....	214,552
Ritzville	612,194	.....	.....	463,921
Roxboro	62,978	.....	.....	51,636
Schaeffer	82,059	.....	.....	69,000
Schoonover	218,763	.....	.....	77,467
Schragg	213,880	.....	.....	155,984
Toklo	194,636	.....	.....	95,417
Vassar	155,697	.....	.....	82,333
Washtucna	422,047	73	.....	291,323
Waukee	18,396	.....	.....	12,000
Hooper	110,451	576	.....	67,446
Totals.....	5,314,628	8,808	5,534	4,470,072

ASOTIN COUNTY

Asotin	543,202	.....	78,352	543,824
Silcott	111,190	13	13,303	111,190
Totals.....	654,392	13	91,655	655,114

COLUMBIA COUNTY

<i>Station—</i>	<i>Wheat.</i>	<i>Oats.</i>	<i>Barley.</i>	<i>Wheat on Hand.</i>
Alto	246,695	.....	7,110	233,840
Dayton	393,212	17,796	275,928	318,867
Huntsville	187,684	.....	43,465	122,855
Longs	189,775	.....	14,512	115,620
Menoken	93,872	.....	8,994	85,304
Relief	18,728	.....	2,346	18,723
Ronan	67,909	.....	21,130	51,000
Starbuck	189,707	.....	1,777	128,207
Turner	190,812	.....	194,737	139,796
Whetstone	184,355	.....	91,746	158,349
Totals.....	1,612,744	17,796	661,740	1,372,561

CHELAN COUNTY

Wenatchee	139,552	2,295	2,343	135,187
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BENTON COUNTY

Badger	59,202	9,504
Kennewick	26,145	13,000
Kiona	18,840	16,580
Prosser	132,582	.....	175	77,994
Biggam	41,445	.....	.....	31,235
Patterson	15,533	.....	.....	13,222
Byron	363,282	.....	.....	274,773
Totals.....	656,529	.....	175	436,308

DOUGLAS COUNTY

Alstown	224,241	19,903	.....	117,432
Appledale	27,150	.....	.....	16,000
Bridgeport	70,066	9,600	.....	47,043
Columbia River	4,150	.....	.....	500
Douglas	237,137	4,977	.....	105,531
Foster Creek	57,512	.....	.....	28,379
Sellers Landing	3,083	.....	.....	3,083
Gordon	15,767	.....	.....	6,782
Mansfield	928,901	4,638	190	337,389
McCues	57,750	300	100	30,000
Rock Island	43,572	.....	.....	29,410
Supplee	242,041	13,145	958	161,245
Touhey	66,100	.....	.....	30,000
Waterville	375,636	6,784	427	283,612
Withrow	659,488	12,337	5,719	444,097
Totals.....	3,012,594	71,684	7,394	1,640,403

FRANKLIN COUNTY

Burr Canyon	36,244	.....	.....	9,481
Connell	134,058	.....	.....	97,489
Curry	49,456	.....	.....	34,221
Dilling	58,724	.....	.....	49,146
Eltopia	47,385	.....	.....	31,625
Emery	47,403	.....	.....	43,067
Estes	39,452	.....	.....	29,831
Kahlotus	183,757	.....	.....	147,939

FRANKLIN COUNTY—CONTINUED.

Station—	Wheat.	Oats.	Barley.	Wheat on Hand.
Levey	22,509	.....	.....	14,214
McAdams	104,837	.....	.....	93,935
Mesa	65,739	.....	.....	46,075
Snake River Junction..	46,413	.....	.....	28,171
Sulphur	69,115	.....	.....	50,829
Windust	8,672	.....	.....	6,820
Ringold	3,676	.....	.....	3,676
Totals.....	917,440	.....	.....	640,444

GARFIELD COUNTY

Central Ferry	35,283	.....	14,951	35,283
Chard	11,280	.....	9,052	8,000
Dodge Siding	36,708	.....	7,411	4,586
Houser	28,000	.....	4,760	25,850
Illa	128,628	.....	43,175	117,479
Judkins Landing	149,906	.....	77,073	68,140
Mayview	126,916	536	105,535	146,916
Pomeroy	850,816	1,233	440,938	516,597
Rices Bar	53,343	.....	4,219	53,343
Zumwalt	48,847	.....	41,117	27,818
Totals.....	1,464,727	1,769	748,231	1,004,012

GRANT COUNTY

Bacon	18,635	.....	.....	4,850
Coulee City	550,379	.....	.....	161,273
Ephrata	189,521	3,000	300	86,182
Forreys Spur	55,000	.....	.....	20,000
Hartline	640,275	3,211	2,122	365,879
Hanson	210,154	145	498	125,000
Krupp	344,509	.....	.....	231,829
Quincy	190,506	.....	270	102,545
Ruff	418,772	341	.....	192,210
Seller	23,914	.....	914	11,401
Trinidad	20,350	.....	.....	10,350
Warden	166,080	.....	.....	64,850
Wheeler	164,131	.....	1,631	71,815
Wilson Creek	177,082	1,200	.....	111,050
Totals.....	3,169,308	7,897	5,735	1,559,234

KLICKITAT COUNTY

Alderdale	32,636	204	.....	28,521
Centreville	160,646	460	3,452	67,142
Goldendale	261,753	542	2,553	178,431
Lyle	53,717	.....	94	44,272
Roosevelt	157,590	.....	6,200	136,290
Sundale	53,600	.....	.....	42,100
Warwick	55,716	.....	231	43,424
Towal	24,565	.....	.....	8,432
Totals.....	800,223	1,206	12,530	548,612

LINCOLN COUNTY

Station—	Wheat.	Oats.	Barley.	Wheat on Hand.
Almira	472,171	506	2,580	246,854
Bluestem	338,674	1,347	4,795	291,134
Canby	123,266	.....	3,870	84,209
Creston	456,125	5,000	14,495	240,889
Davenport	550,564	1,368	6,276	335,755
Denneys	119,018	2,670	9,538	111,234
Downs	142,772	.....	130	78,965
Edwall	377,865	4,255	40,791	274,652
Fellows	28,262	.....	899	28,263
Gravell	146,632	998	2,395	130,752
Govan	483,300	268	1,507	357,736
Harrington	992,063	1,450	6,186	727,782
Irby	251,211	169	330	132,323
Lamona	108,202	.....	260	77,849
Mohler	499,236	.....	1,730	364,274
Mondovi	279,357	2,398	3,306	231,817
Nemo	71,345	.....	.....	11,199
Omans	230,007	555	370	195,231
Odessa	393,239	260	423	303,899
Reardan	570,514	14,856	13,476	344,783
Rocklyn	133,170	.....	1,550	91,700
Sprague	479,294	2,012	8,485	413,356
Waukon	246,716	14,510	42,431	162,870
Wilbur	740,944	5,617	1,956	489,410
Totals.....	8,233,947	58,228	167,729	5,726,936

OKANOGAN COUNTY

Brewster	11,500	.....	.....	4,400
Chesaw	3,881	323	.....	1,568
Molson	78,485	33,671	7,807	5,549
Oroville	44	.....	.....	44
Riverside	5,550	2,810	851	230
Tonasket	46,486	2,050	790	11,309
Mynaster Spur	8,200	800	.....	2,000
Totals.....	149,146	39,654	9,448	25,100

SPOKANE COUNTY

Amber	15,797	.....	.....	10,445
Cheney	121,191	25,562	4,225	100,635
Coe	7,600	7,200	.....	3,700
Espanola	113,650	10,993	2,650	74,050
Fairfield	282,996	314,364	2,048	227,355
Hite	262,085	13,377	5,303	215,865
Jefferson	34,189	21,015	.....	29,135
Latah	118,567	131,943	1,810	50,500
Medical Lake	27,491	6,455	206	11,955
Mt. Hope	76,511	64,829	.....	42,670
North Pine	63,441	32,422	698	45,696
Plaza	179,319	194,191	2,587	149,867
Rockford	118,109	153,603	.....	32,944
Rodna	107,226	8,527	28,494	75,679
Spangle	246,125	151,814	2,792	170,052

SPOKANE COUNTY—CONTINUED.

Station—	Wheat.	Oats.	Barley.	Wheat on Hand.
Spring Valley	107,144	58,742	3,968	57,526
Tyler	27,885	8,000	3,161	24,631
Waverly	46,411	61,980	.....	23,411
Totals.....	1,955,239	1,265,017	57,942	1,346,114

WALLA WALLA COUNTY

Ayers	8,971	.....	.....	5,508
Berryman	91,700	.....	1,553	83,359
Bolles Junction	146,864	.....	15,437	137,855
Climax	25,332	.....	.....	22,842
Clyde	267,283	.....	.....	238,429
Coppel	190,426	5,981	24,576	175,064
Dixie	60,802	3,485	12,751	56,015
Dry Creek	85,288	.....	.....	67,036
Eastman	35,164	.....	8,980	37,760
Elwood	50,047	.....	.....	36,777
Ennis	53,451	.....	.....	57,216
Eureka junction	67,784	.....	.....	63,577
Hadley	179,892	.....	3,827	132,777
Harberts	61,012	.....	8,250	49,636
Lamar	64,017	.....	.....	66,353
Lowdeb	76,770	.....	.....	64,956
Mathews	37,930	.....	.....	34,791
Minnick	79,083	13,800	12,280	77,481
Moore	61,238	.....	.....	61,238
Page	33,972	.....	.....	29,172
Pedigo	35,382	.....	.....	12,930
Paddock	73,404	.....	.....	40,831
Pleasant View	372,060	.....	.....	261,849
Prescott	539,914	.....	67,460	506,289
Reeser	54,332	.....	.....	54,832
Rifle	33,377	.....	.....	26,907
Rulo	121,756	.....	.....	109,151
Russell Siding	83,233	.....	.....	51,475
Sapolli	165,570	.....	3,847	154,905
Shaw	69,419	.....	.....	69,419
Simmons	50,515	.....	.....	45,165
Sudbury	51,840	.....	7,006	40,571
Spring	42,126	.....	600	40,826
Theil	149,527	.....	2,520	122,111
Touchet	31,268	.....	110	29,402
Tracy	119,584	.....	12,235	118,287
Valley Grove	154,323	.....	4,400	141,986
Walla Walla	258,221	.....	32,328	204,671
Waitsburg	193,871	2,446	50,519	144,858
Welland	54,253	.....	1,025	36,428
Whitman	48,182	.....	.....	46,035
Walla Walla River.....	20,172	.....	2,106	17,300
Wallula	34,780	.....	.....	34,780
Totals.....	4,434,135	25,712	272,710	3,808,330

WHITMAN COUNTY

Station—	Wheat.	Oats.	Barley.	Wheat on Hand.
Albion	179,741	71,490	7,790	114,799
Almota	274,224	15,400	10,703	211,817
Armstrong	82,267	23,202	1,257	59,633
Balder	71,383	977	.....	41,704
Belmont	58,065	79,000	.....	35,500
Blackwell	76,942	19,641	.....	60,876
Busbey	117,188	38,105	44,568	88,055
Canyon	101,723	.....	.....	60,591
Cashup	237,450	99,469	.....	138,997
Castleton	57,497	.....	.....	7,073
Cedar Creek	14,180	18,300	.....	4,670
Chambers	168,413	107,667	72,605	95,181
Colfax	137,098	68,482	9,221	103,129
Colton	219,058	55,110	89,672	184,192
Coman	47,721	9,742	.....	38,453
Crabtree	105,205	67,281	.....	52,634
Diamond	264,546	17,217	9,608	208,336
Donahue	49,109	31,588	.....	28,827
Eden	26,146	24,650	.....	19,570
Elberton	90,825	36,477	527	34,822
Endicott	516,756	500	2,792	384,161
Ewan	264,099	600	8,342	139,612
Fallons	142,713	56,965	4,392	136,405
Fairbanks	85,608	42,198	.....	64,476
Farmington	146,872	131,133	.....	80,270
Fletcher	61,979	6,328	1,915	43,480
Garfield	94,199	90,346	317	51,969
Geary	32,790	11,375	.....	4,743
Glenwood	162,619	61,958	4,663	114,085
Gravel Plt.	32,218	.....	.....	21,917
Grinnell	91,410	86,127	.....	65,754
Hay	327,035	120	50	221,758
Hooper	110,451	195	.....	67,446
Interior	141,827	23,861	27,594	90,915
Jerita	138,880	.....	.....	125,852
Johnson	105,872	73,663	35,128	86,806
Juno	49,866	7,101	.....	40,115
Kenova	110,643	11,736	9,707	70,395
Kitzmiller	74,670	29,929	7,022	58,238
Ladow	19,194	27,144	.....	16,140
Lamont	263,410	.....	11,932	154,600
LaCrosse	390,307	.....	.....	316,550
LaVista	882,062	41,955	30,317	72,410
Lone Pine	34,063	60,881	.....	24,798
Hayfield	21,249	19,456	.....	5,957
Swan	28,138	10,366	2,296	25,035
Tilma	67,100	89,100	2,407	30,540
Longwill	15,323	5,219	.....	10,783
Malden	96,700	10,764	1,410	80,300
Manning	54,329	15,538	383	38,313
McCoys	85,380	54,613	.....	64,916
Mockonema	393,581	29,420	83,684	278,564
Oakesdale	210,195	198,103	446	140,287
Palisade	41,339	2,056	868	30,259
Palouse	272,011	188,177	.....	199,397
Pandora	33,561	5,460	.....	20,111

WHITMAN COUNTY—CONTINUED.

Station—	Wheat.	Oats.	Barley.	Wheat on Hand.
Pampa	192,816	.....	.....	158,087
Parvin	48,166	61,421	1,673	35,000
Penewawa	139,400	.....	12,900	97,900
Pine City	119,178	15,381	12,922	86,754
Pullman	203,118	102,220	39,665	139,120
Ringo	20,364	14,420	618	13,287
Revere	188,053	.....	4,251	138,591
Rosalia	55,171	29,328	969	27,273
Rysbeck	36,226	3,297	154	24,955
St. John	287,858	35,098	6,152	170,229
Seltice	91,498	77,293	.....	62,010
Sunset	143,375	38,636	1,515	132,375
Shawnee	77,985	28,397	4,300	60,859
Sunshine	82,624	12,722	.....	22,954
Seabury	31,540	26,013	.....	29,214
Sokulk	31,363	21,065	.....	28,272
Squaw Canyon	43,845	21,695	5,132	28,926
Staley	48,780	20,743	1,648	35,002
Steptoe	225,179	72,998	1,840	104,066
Stoneham	67,749	18,350	.....	52,479
Stoner Siding	134,337	25,966	.....	112,730
Tekoa	180,561	283,331	3,733	124,286
Thera	197,698	3,473	.....	95,945
Thornton	176,484	68,219	1,259	124,581
Uniontown	290,451	96,202	80,441	238,905
Walters	66,350	46,860	.....	21,585
Warner	79,124	56,606	.....	66,478
Whelan	78,125	67,249	473	73,138
Willada	197,572	.....	.....	137,489
Winona	189,164	.....	40,527	157,218
Wawawai	141,827	23,826	27,588	83,271
Totals.....	11,055,581	3,442,475	688,876	7,698,373

YAKIMA COUNTY

Alfalfa	6,283	7,285	1,600	6,283
Byron	34,639	.....	.....	26,690
Mabton	86,905	5,371	274	33,396
Toppenish	8,417	4,314	1,312	2,150
Wapato	1,561	935	.....	709
Totals.....	137,805	17,905	3,186	69,228

REPORT OF GRAIN BY PUBLIC WAREHOUSES FOR YEAR
ENDING JUNE 30, 1915, BEING 1914 PRODUCTION.

ADAMS COUNTY

Station—	Wheat.	Oats.	Barley.	Rye.
Benge	89,445	1,092	4,168	74
Bruce	64,982	.....	.....	2,940
Batum	119,528	.....	.....	.....
Cunningham	189,657	.....	.....	4,500
Hatton	348,338	.....	.....	.....
Keystone	207,282	1,641	3,391	.....
Lind	423,143	.....	.....	753

ADAMS COUNTY—CONTINUED.

Station—	Wheat.	Oats.	Barley.	Rye.
Lauer	161,636	.....	.....	.....
Lantz Siding .....	.....	.....	.....	.....
Moody	165,248	.....	.....	.....
Marcellus	177,652	.....	.....	.....
Othello	17,874	.....	.....	132
Paha	99,417	.....	.....	.....
Pizarro	190,376	.....	.....	.....
Packard	226,520	.....	.....	.....
Ralston	250,138	.....	.....	.....
Ritzville	425,823	.....	2,611	.....
Roxboro	63,991	.....	.....	712
Shaffer	19,229	.....	.....	.....
Schoonover	279,811	.....	.....	.....
Schragg	140,272	.....	.....	.....
Tokio	140,086	3,062	950	.....
Vassar	112,955	.....	.....	.....
Washtucna	332,268	.....	.....	.....
Totals.....	4,245,671	5,795	11,120	9,111

ASOTIN COUNTY

Asotin	313,039	.....	32,270	.....
Silcott	76,151	.....	9,308	.....
Totals.....	389,190	.....	41,578	.....

BENTON COUNTY

Badger	50,635	.....	.....	.....
Kiona	89,098	.....	.....	.....
Patterson	44,491	.....	.....	.....
Prosser	185,048	5,884
Totals.....	319,272	5,884

CHELAN COUNTY

Wenatchee	127,849	17,786	10,125
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COLUMBIA COUNTY

Alto	252,574	49,482
Dayton	233,387	15,707	527,972
Huntsville	87,034	123,180
Longs	91,050	.....	76,935	.....
Menoken	120,777	.....	12,495	.....
Relief	25,502	.....	25,325	.....
Ronan	25,986	.....	67,000	.....
Starbuck	145,646	.....	26,540	.....
Turner	78,568	.....	312,952	.....
Whetstone	138,652	.....	223,880	.....
Totals.....	1,199,176	15,707	1,445,761	.....

DOUGLAS COUNTY

Station—	Wheat.	Oats.	Barley.	Rye.
Alstown	137,136	23,453	556	.....
Appledale	36,300	.....	.....	.....
Bridgeport	65,827	.....	.....	.....
Douglas	190,364	15,826	1,002	.....
Mansfield	646,331	17,536	4,977	.....
McCues	48,270	2,400	700	.....
Rock Island	33,777	.....	.....	.....
Supplee	192,252	15,313	3,417	.....
Touhey	42,394	3,455	2,518	.....
Waterville	242,243	10,127	6,085	.....
Withrow	623,123	47,210	18,793	.....
Totals.....	2,258,017	135,320	37,998	.....

FRANKLIN COUNTY

Burr Canyon	45,835	.....	.....	.....
Connell	202,429	.....	.....	1,242
Curry	41,494	.....	.....	.....
Dilling	124,486	.....	.....	.....
Eltopia	131,000	.....	.....	.....
Emery	103,675	.....	.....	.....
Estes	78,606	.....	.....	.....
Kahlotus	190,209	.....	.....	.....
Levey	22,703	.....	.....	.....
McAdams	146,267	.....	.....	.....
Mesa	101,151	.....	.....	674
Snake River Junction..	33,106	.....	.....	.....
Sulphur	50,521	.....	.....	.....
Windust	13,465	.....	.....	.....
Totals.....	1,285,037	.....	.....	1,916

GARFIELD COUNTY

Central Ferry	43,669	.....	14,591	.....
Chard	12,280	.....	9,052	.....
Dodge's Siding	29,127	.....	25,883	.....
Houser	24,000	.....	26,000	.....
Ilia	119,022	.....	91,706	.....
Judkins Landing	70,969	.....	83,200	.....
Mayview	78,109	615	128,994	.....
Pomeroy	473,512	.....	615,166	.....
Zumwalt	28,599	.....	255,454	.....
Rices Bar	36,522	.....	79,681	.....
Totals.....	915,809	615	1,329,727	.....

GRANT COUNTY

Bacon	7,338	.....	.....	.....
Coulee City	490,918	1,253	.....	2,263
Ephrata	173,537	3,652	1,041	.....
Forreys Spur	41,603	.....	.....	.....
Hartline	479,568	2,882	4,469	1,148
Hanson	183,744	130	160	.....

GRANT COUNTY—CONTINUED.

Station—	Wheat.	Oats.	Barley.	Rye.
Krupp	262,300	1,425	1,071	.....
Quincy	207,428	416	.....	2,407
Ruff	253,401	.....	.....	.....
Sieler	34,664	.....	.....	1,324
Trinidad	11,880	.....	.....	.....
Warden	110,787	.....	.....	.....
Wheeler	170,685	.....	.....	1,084
Wilson Creek	139,170	.....	.....	340
Totals.....	2,577,023	9,758	6,741	8,566

KLICKITAT COUNTY

Alderdale	48,860	.....	.....	.....
Centreville	157,568	.....	1,080	.....
Lyle	31,241	.....	.....	.....
Roosevelt	145,859	.....	10,023	153
Sundale	35,475	.....	22	.....
Warwick	43,482	.....	29	.....
Totals.....	462,485	.....	11,154	153

LINCOLN COUNTY

Almira	457,719	3,085	7,760	.....
Bluestem	237,021	6,064	8,161	.....
Canby	76,700	.....	13,152	.....
Creston	335,651	10,506	46,876	.....
Davenport	555,382	1,187	13,729	.....
Denny	76,681	3,027	17,656	.....
Downs	62,257	.....	.....	.....
Edwall	250,278	4,050	62,653	.....
Fishtrap	25,222	.....	.....	.....
Fellows	8,240	331	4,057	.....
Gravelles	85,699	232	7,150	.....
Govan	475,126	1,403	7,138	315
Harrington	596,906	9,373	11,986	.....
Irby	187,544	125	.....	.....
Lamona	100,976	.....	.....	.....
Mohler	336,000	494	111	.....
Mondovi	161,148	2,508	2,795	.....
Nemo	45,730	.....	.....	.....
Omans	72,385	205	.....	.....
Odessa	279,689	1,348	106	.....
Reardan	364,237	21,639	23,813	.....
Rocklyn	122,822	550	20	.....
Sprague	382,218	396	9,516	.....
Waukon	147,023	23,972	30,645	.....
Wilbur	705,154	2,302	33,649	.....
Totals.....	6,148,257	92,797	300,973	315

OKANOGAN COUNTY

Station—	Wheat.	Oats.	Barley.	Rye.
Brewster	5,400	950	1,600	.....
Molson	39,077	25,449	3,142	.....
Riverside	3,730	9,288	625	.....
Totals.....	48,207	35,687	5,367	.....

SPOKANE COUNTY

Cheney	94,551	21,895	20,130	.....
Espanola	85,591	21,392	7,850	.....
Fairfield	240,845	234,556	4,008	.....
Hite	154,513	10,793	15,348	.....
Jefferson	31,927	18,034	524	.....
Latah	99,165	71,800	827	.....
Medical Lake	16,303	3,983	.....	.....
Mt. Hope	51,595	28,295	.....	.....
North Pine	56,361	33,318	421	.....
Plaza	158,207	104,777	1,496	.....
Rockford	84,304	101,213	1,496	.....
Rodna	68,250	6,830	31,390	.....
Spangle	194,201	107,951	4,381	.....
Spring Valley	73,404	29,464	.....	.....
Waverly	84,951	53,651	.....	.....
Coey	5,226	792	.....	.....
Tyler	19,368	3,450	9,205	.....
Totals.....	1,518,761	852,194	97,076	.....

WALLA WALLA COUNTY

Berryman	102,266	2,083	.....	.....
Bolles Junction	153,495	.....	24,305	.....
Climax	43,901	.....	.....	.....
Clyde	253,958	.....	1,570	.....
Coppel	183,033	6,145	27,387	.....
Dixie	69,645	4,782	31,808	.....
Dry Creek	99,856	.....	3,304	.....
Eastman	22,861	3,261	22,748	.....
Elwood	32,016	.....	.....	.....
Ennis	58,731	.....	910	.....
Eureka Junction	47,433	.....	.....	.....
Hadley	143,300	.....	20,420	.....
Harberts	31,069	.....	5,783	.....
Lamar	107,198	.....	11,713	.....
Lowden	78,575	.....	544	.....
Mathews	42,342	.....	.....	.....
Minnick	80,444	12,153	43,294	.....
Moore	57,917	.....	.....	.....
Page	41,476	.....	.....	.....
Pedigo	43,585	.....	711	.....
Paddock	42,598	.....	.....	.....
Prescott	644,579	.....	140,777	.....
Reser	40,705	.....	.....	.....
Rifle	14,627	.....	.....	.....
Rulo	125,748	.....	.....	.....
Sapolli	167,963	.....	20,403	.....

WALLA WALLA COUNTY—CONTINUED.

Station—	Wheat.	Oats.	Barley.	Rye.
Shaw	80,501	.....	1,042	.....
Simmons	30,407	.....	.....	.....
Sudbury	58,004	.....	.....	.....
Spring Creek	18,090	.....	5,800	.....
Thiel	159,420	.....	1,057	.....
Touchet	41,418	.....	644	536
Tracey	151,961	.....	1,644	.....
Valley Grove	166,544	.....	16,310	.....
Walla Walla	169,863	1,403	32,200	.....
Walker	27,632	.....	.....	.....
Waitsburg	39,563	.....	15,117	.....
Welland	76,662	.....	.....	.....
Whitman	52,858	.....	.....	.....
Walla Walla River.....	37,445	.....	.....	.....
Wallula	30,917	.....	.....	.....
Pleasant View	274,618	.....	58,826	.....
Totals.....	4,146,724	29,827	487,317	657

WHITMAN COUNTY

Albion	140,322	70,170	768	.....
Almota	177,081	15,858	35,979	.....
Armstrong	41,379	18,564	1,660	.....
Balder	47,114	17,622	163	.....
Belmont	47,320	65,250	.....	.....
Blackwell	37,177	35,865	.....	.....
Busby	67,347	41,106	2,166	.....
Canyon	68,400	.....	.....	.....
Cashup	253,385	106,810	.....	.....
Castleton	34,126	.....	.....	.....
Cedar Creek	13,142	21,192	316	.....
Colfax	32,690	14,115	2,707	.....
Colton	130,402	85,301	173,681	.....
Chambers	146,374	104,932	54,754	.....
Coman	22,025	20,975	.....	.....
Crabtree	51,851	42,424	.....	.....
Diamond	201,286	8,978	21,395	.....
Donahoe	39,221	39,632	.....	.....
Eden	10,256	18,488	.....	.....
Elberton	60,866	61,216	1,983	.....
Endicott	444,897	1,155	13,083	.....
Ewan	149,890	6,770	17,129	.....
Fallons	124,931	62,005	84	.....
Fairbanks	38,789	33,590	459	.....
Farmington	52,377	67,498	.....	.....
Fletcher	38,138	32,982	.....	.....
Garfield	85,656	109,482	.....	.....
Geary	16,757	12,544	.....	.....
Glenwood	129,641	84,725	4,388	.....
Gravel Pit	34,100	.....	.....	.....
Grinnell	44,712	73,915	.....	.....
Hay	186,175	.....	.....	.....
Hayfield	14,980	16,612	.....	.....
Hooper	47,568	.....	.....	.....
Interior	86,200	20,720	54,016	.....

WHITMAN COUNTY—CONTINUED.

<i>Station—</i>	<i>Wheat.</i>	<i>Oats.</i>	<i>Barley.</i>	<i>Rye.</i>
Jerita	171,433	.....	138	.....
Johnson	90,207	78,090	25,793	.....
Juno	64,198	.....	26,887	.....
Kenova	56,352	8,388	28,860	.....
Kitzmiller	67,182	16,795	11,776	.....
Ladow	25,690	17,110	304	.....
Lamont	171,747	.....	42,016	.....
LaCrosse	480,963	78	5,479	.....
Lavista	40,710	214	.....	.....
Leon	60,504	42,283	88,436	.....
Lone Pine	37,117	53,167	.....	.....
Longwell	13,720	20,957	566	.....
Malden	60,821	8,001	6,167	.....
Manning	36,287	18,854	.....	.....
McCoy	46,329	52,899	4,844	.....
Mockonema	840,117	21,686	123,097	.....
Oakesdale	181,046	213,167	2,185	.....
Palisade	33,011	2,481	4,924	.....
Palouse	185,207	148,884	1,222	.....
Pandora	19,665	16,961	.....	.....
Pampa	182,842	.....	901	.....
Parvin	74,009	47,244	1,103	.....
Penewawa	115,456	.....	30,471	.....
Pine City	82,408	11,788	24,862	.....
Pullman	119,966	71,237	59,635	.....
Ringo	19,646	7,961	881	.....
Revere	134,700	.....	7,856	.....
Rosalia	35,293	36,281	1,658	.....
Rysbeck	20,497	10,158	.....	.....
St. John	215,857	51,141	29,560	.....
Seltice	47,298	62,167	17,212	.....
Sunset	91,007	31,181	14,902	.....
Shawnee	50,961	47,578	5,891	.....
Sunshine	20,723	14,748	4,531	.....
Seabury	33,694	15,235	.....	.....
Sokulk	19,909	19,968	.....	.....
Squaw Canyon	30,503	12,126	7,663	.....
Staley	42,104	3,000	.....	.....
Steptoe	158,570	105,910	3,610	.....
Stoneham	31,609	8,727	3,610	.....
Stoner Siding	96,171	119	57,963	.....
Swan	9,249	14,479	1,236	.....
Tekoa	149,071	209,364	10,131	.....
Thera	128,713	56,968	.....	.....
Tilma	18,706	68,217	1,332	.....
Unlontown	175,884	86,156	81,006	.....
Walters	43,726	48,588	.....	.....
Warner	56,290	36,034	.....	.....
Whelan	50,110	39,917	816	.....
Willada	234,549	5,792	2,281	.....
Winona	112,581	2,963	390	.....
Totals.....	7,800,561	3,125,478	1,075,926	.....

YAKIMA COUNTY.

<i>Station—</i>	<i>Wheat.</i>	<i>Oats.</i>	<i>Barley.</i>	<i>Rye.</i>
Alfalfa	4,140	4,742	547	.....
Byron	58,424	.....	.....	.....
Mabton	172,615	996	2,265	11,802
Toppenish	81,020	.....	.....	.....
Wapato	490	1,780	.....	.....
Totals.....	266,689	7,518	2,812	11,802

SUMMARY BY COUNTIES OF GRAIN RECEIVED BY PUBLIC WAREHOUSES FROM JULY 1, 1915, TO NOVEMBER 1, 1915, WITH A COMPARISON OF RECEIPTS FOR YEAR 1914, AS SHOWN BY REPORTS OF JUNE 30, 1915.

COUNTIES	WHEAT		OATS		BARLEY		Wheat On Hand November 1, 1915
	1915	1914	1915	1914	1915	1914	
Adams	5,314,623	4,245,671	8,303	5,795	5,534	11,120	3,470,072
Asotin	654,393	389,190	.....	.....	91,655	41,578	655,114
Benton	656,529	319,272	.....	.....	175	.....	463,303
Columbia	1,612,744	1,199,176	17,786	15,707	661,740	1,445,761	1,372,561
Chelan	139,532	127,849	2,295	17,786	2,343	10,125	135,187
Douglas	3,012,594	2,258,017	71,684	135,320	7,394	37,993	1,640,403
Franklin	917,440	1,285,037	.....	.....	.....	.....	640,444
Garfield	1,464,727	915,809	1,769	615	748,231	1,329,727	1,004,012
Grant	3,169,303	2,577,023	7,397	9,753	5,735	6,741	1,559,234
Kittitas	11,031	2,603	.....	.....	.....	.....	1,700
Klickitat	800,223	462,485	1,206	.....	12,530	11,154	548,612
Lincoln	8,233,947	6,148,257	53,223	92,797	167,729	300,973	5,726,936
Okanogan	149,146	48,207	39,654	35,637	9,448	5,337	25,100
Spokane	1,955,239	1,518,761	1,235,017	832,194	57,942	97,076	1,346,117
Walla Walla	4,434,135	4,146,724	25,712	29,827	272,710	487,317	3,308,330
Whitman	11,055,531	7,800,561	3,442,475	3,125,478	688,876	1,075,926	7,698,373
Yakima	137,305	266,639	17,905	7,153	3,136	2,512	69,223
Totals.....	43,619,142	33,708,728	4,980,436	4,328,432	677,250	4,863,675	30,164,731

GRAIN DEPARTMENT.
TONS OF HAY AND GRAIN INSPECTED DECEMBER 1, 1914, TO NOVEMBER 30, 1915.

MONTH	TACOMA		SEATTLE		SPOKANE		EVERETT		BELLINGHAM		TOTAL	
	Grain Tons	Hay Tons	Grain Tons	Hay Tons	Grain Tons	Hay Tons	Grain Tons	Hay Tons	Grain Tons	Hay Tons	Grain Tons	Hay Tons
1914- December	22,359	732	33,170	1,343	4,232	1,035	724	337	353	372	60,373	3,369
1915 January	25,075	773	13,040	1,129	3,239	1,573	751	191	395	213	47,559	3,339
February	26,469	1,911	13,332	1,199	3,476	1,221	235	200	212	303	48,733	4,959
March	21,323	1,474	26,950	501	3,623	1,163	124	214	317	135	52,342	3,542
April	9,702	1,133	11,316	746	2,554	1,222	123	103	323	203	24,533	3,463
May	10,467	320	16,447	539	4,436	1,040	290	155	.....	.....	31,630	2,554
June	11,350	632	15,629	274	2,459	907	172	199	.....	.....	29,610	2,012
July	13,139	453	20,217	533	1,521	777	232	176	.....	.....	40,153	1,939
August	19,703	1,470	26,326	1,540	1,339	1,156	403	239	.....	.....	47,773	4,465
September	45,954	1,333	56,432	2,340	3,605	1,195	903	329	.....	.....	106,944	5,247
October	47,453	1,635	53,432	3,243	4,661	1,332	333	473	.....	.....	110,934	6,793
November	21,121	1,042	53,850	2,307	4,049	1,237	491	330	.....	.....	79,511	4,973
Totals.....	279,173	13,561	355,801	15,749	39,332	13,933	4,334	3,134	1,605	1,351	630,745	47,763

GRAIN DEPARTMENT.

RECEIPTS AND DISBURSEMENTS BY MONTHS FOR THE YEAR ENDING
NOVEMBER 30, 1915.

MONTH	RECEIPTS						
	General	Bellingham	Everett	Spokane	Seattle	Tacoma	Total
1914							
December	\$6 00	\$57 00	\$94 35	\$269 65	\$1,707 70	\$1,240 85	\$3,375 55
1915							
January	6 00	39 90	76 85	261 10	957 80	1,339 30	2,690 95
February		51 80	49 35	255 14	979 08	1,460 45	2,795 77
March	3 00	40 15	83 85	257 59	1,299 30	1,194 81	2,828 70
April		35 90	25 85	219 29	668 90	579 58	1,529 52
May			37 85	207 66	811 65	583 90	1,641 06
June	27 00		33 50	181 79	757 70	648 00	1,647 99
July	418 00		35 55	142 34	1,057 60	889 45	2,537 94
August	206 00		106 45	159 08	1,482 40	1,809 30	3,263 23
September	40 50		113 70	246 51	2,989 80	2,885 60	5,726 11
October	104 40		89 90	271 28	3,122 87	2,574 15	6,162 60
November	74 05		96 65	229 19	2,713 75	1,458 45	4,572 09
Totals..	\$379 95	\$224 75	\$798 85	\$2,700 62	\$18,498 50	\$15,663 84	\$38,761 51
			DISBURSEMENTS				
1914							
December	\$55 16	\$57 00	\$94 20	\$807 55	\$1,588 10	\$1,483 40	\$3,585 41
1915							
January	109 06	40 00	75 00	249 55	1,109 10	1,351 42	2,984 13
February	44 33	55 00	43 00	238 65	1,079 10	1,342 40	2,802 48
March	490 65	47 35	48 35	242 90	1,425 45	1,544 85	3,799 55
April	12 05	35 90	28 00	213 00	963 40	815 62	2,067 97
May	36 22			215 65	958 80	779 73	1,990 40
June	75 67			246 00	898 25	733 41	1,948 33
July	165 75		107 00	219 65	1,013 25	897 25	2,402 90
August	192 24		100 00	221 50	1,138 00	963 11	2,609 85
September	104 01		125 00	226 01	2,237 30	1,776 93	4,469 25
October	86 27		80 00	268 49	2,269 21	1,971 85	4,675 82
November	30 96		100 00	216 60	2,229 00	1,688 90	4,265 46
Totals..	\$1,402 87	\$235 25	\$800 55	\$2,865 55	\$16,898 96	\$15,348 87	\$37,551 55

FINANCIAL SUMMARY.

	Received.	Disbursed.	Excess.
Appropriation of earnings.....	\$38,761 51	\$37,551 55	\$1,209 96
Appropriation—Chief inspector's salary *	4,666 66	2,000 00	2,666 66
Appropriation—Chief deputy's salary.	3,000 00	1,000 00	2,000 00
Appropriation—Chief clerk's salary*..	2,800 00	1,200 00	1,600 00
Appropriation—Office expense	1,000 00	.....	1,000 00
Totals.....	\$50,228 17	\$41,751 55	\$8,476 62

* Includes four months of 1913 appropriation.

REPORT OF SCALE EXPERT.

OLYMPIA, WN., December 1, 1915.

The Public Service Commission of Washington.

GENTLEMEN: I beg to submit herewith my annual report on the inspection of railroad track scales in the State of Washington for the year ending November 1, 1915, together with recommendations:

Using test car W. & O. S. T. No. 1, weighing 60,000 lbs., a complete list of all scales tested, their location and general specification and date of each given, showing greatest variation per section by general average is attached.

Number of scales tested belonging to carriers, 71.

Industrial or private scales tested, 16.

Tested in state of Idaho by request of carriers, 7.

Total number of scales tested, 94.

Seal was removed from 20.

Scales not sealed, 2.

Scales resealed, 10.

Total number of scales in state with seal, 75.

Scales without seal, 12.

Total number of tests made, 123.

Number of scales refitted since last report, 18.

Number of days employed making tests, 213.

Salary and expense making tests, \$1,849.44.

Average cost per test, \$15.00.

Mileage of test car, 6,000 miles.

Station	Number	Cap. Tons	Beam Equip.	Foundation	1st Test	2d Test	Variation
COLUMBIA & PUGET SOUND RAILROAD COMPANY							
Seattle	202,636	150	T. R.	Concrete	8- 8-15		15 lbs.
Renton	191,205	100	T. R.	Concrete	3- 9-15		24 lbs.
SPOKANE INTERNATIONAL RAILWAY COMPANY							
Spokane	170,711	100	T. R.	Concrete	4-11-15	5-27-15	264 lbs.-104 lbs.
Eastport I....	170,710	100	T. R.	Concrete	4-26-15		380 lbs.
Gibbs, Ida....	821,334	100	T. R.	Concrete	4-27-15		76 lbs.
PUGET SOUND ELECTRIC RAILWAY COMPANY							
Seattle	170,849	100	T. R.	Wood	10-13-15		32 lbs.
PUGET SOUND TRACTION, LIGHT & POWER COMPANY							
Seattle	191,434	100	T. R.	Concrete	10-14-15		8 lbs.
Renton	199,726	100	T. R.	Concrete	10-14-15		84 lbs.
TACOMA RAILWAY & POWER COMPANY							
Tacoma	179,947	100	Plain	Concrete	6- 2-15		216 lbs.
CENTRALIA EASTERN RAILROAD COMPANY							
Mendota	190,314	100	T. R.	Piling	8-27-15		712 lbs.

Station	Number	Cap. Tons	Beam Equip.	Founda- tion	1st Test	2d Test	Variation
WASHINGTON, IDAHO & MONTANA RAILWAY COMPANY							
Potlatch, I...	158,387	100	T. R.	Concrete	5- 4-15		56 lbs.
GREAT NORTHERN RAILWAY COMPANY							
Northport ...	143,465	80	Plain	Concrete	5-24-15		74 lbs.
Hillyard	E128,500	150	T. R.	Concrete	5-27-15	9-29-15	45 lbs.- 30 lbs.
Leavenworth..	3,628	100	T. R.	Concrete	5-29-15		20 lbs.
Tacoma	190,887	100	T. R.	Piling	5- 1-15		60 lbs.
Interbay	154,746	80	T. R.	Piling	6-24-15	8-16-15	68 lbs.
Delta	3,643	100	T. R.	Concrete	6-25-15		30 lbs.
Burlington ...	158,027	80	Plain	Concrete	8-17-15		24 lbs.
S. Bellingham.	143,179	80	Plain	Wood	8-18-15		108 lbs.
Spokane	201,582	100	T. R.	Concrete	9-22-15		36 lbs.
Seattle	140,336	80	T. R.	Concrete	10-12-15		24 lbs.
SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY							
Vancouver ...	190,298	100	T. R.	Concrete	2-15-15	8-30-15	160 lbs.- 96 lbs.
Fallbridge ...	190,299	100	T. R.	Concrete	5-13-15		4 lbs.
SPOKANE & INLAND EMPIRE RAILWAY COMPANY							
Spokane	170,910	100	T. R.	Concrete	4-28-15		00 lbs.
Palouse	175,272	100	T. R.	Concrete	4-29-15		00 lbs.
CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY							
Seattle	199,698	100	T. R.	Concrete	2-23-15	10-11-15	5 lbs.- 52 lbs.
Van Asselts..	179,965	100	Plain	Concrete	2-24-15		25 lbs.
Cedar Falls ..	204,016	100	T. R.	Concrete	2-28-15		95 lbs.
Everett	204,027	100	T. R.	Concrete	3- 1-15		120 lbs.
Tacoma	206,006	100	T. R.	Concrete	3-18-15	10-20-15	00 lbs.- 52 lbs.
Spokane	E137,786	100	T. R.	Concrete	5-17-15	9-23-15	48 lbs.- 15 lbs.
Bismarck	137,143	80	Plain	Concrete	6- 9-15	8- 5-15	366 lbs.-118 lbs.
McKenna	175,577	80	Plain	Wood	6-10-15		56 lbs.
Elk River, Ida.	E128,541	100	T. R.	Concrete	5- 3-15		60 lbs.
St. Joe, Ida...	170,994	100	Plain	Concrete	5- 5-15		40 lbs.
St. Maries, Ida.	204,004	100	T. R.	Concrete	5- 5-15		58 lbs.
IDAHO & WASHINGTON NORTHERN RAILWAY COMPANY							
Spirit Lake, I.	190,055	100	T. R.	Concrete	5-18-15		36 lbs.
Newport, Wn.	170,911	100	T. R.	Concrete	5-19-15		162 lbs.
BELLINGHAM & NORTHERN RAILWAY COMPANY							
Sumas	600,762	100	T. R.	Concrete	3- 3-15		60 lbs.
Bellingham ..	E35,051	100	T. R.	Piling	3- 4-15		50 lbs.
NORTHERN PACIFIC RAILWAY COMPANY							
Centralla	E36,690	125	T. R.	Concrete	2-16-15	8-27-15	20 lbs.- 41 lbs.
Aberdeen Jct..	E18,043	125	T. R.	Concrete	2-17-15		00 lbs.
Sumas	140,241	100	T. R.	Concrete	2- 3-15		8 lbs.
Bellingham ..	170,809	100	T. R.	Concrete	3- 4-15		20 lbs.
Walla Walla..	143,298	80	Plain	Concrete	4- 6-15	9-14-15	72 lbs.-144 lbs.
N. Yakima....	None	100	T. R.	Concrete	4-19-15	6-14-15	124 lbs.- 20 lbs.
Pasco	205,281	125	T. R.	Concrete	4-21-15		40 lbs.
Cheney	128,635	125	T. R.	Concrete	4-22-15		40 lbs.
Yardley	E35,039	125	T. R.	Concrete	4-23-15	9-27-15	212 lbs.- 70 lbs.
Spokane	158,387	100	T. R.	Concrete	5- 1-15	9-27-15	00 lbs.- 72 lbs.
Tacoma	E55,390	100	T. R.	Concrete	6- 4-15		16 lbs.
Tacoma H. B..	143,489	100	Plain	Concrete	6- 4-15		60 lbs.
So. Tacoma...	3,855	100	T. R.	Concrete	6- 5-15		40 lbs.
Wilkeson	None	100	T. R.	Concrete	6- 7-15		00 lbs.
Fairfax	None	100	Plain	Concrete	6- 7-15		50 lbs.
Burnett	E72,614	100	T. R.	Concrete	6- 8-15		100 lbs.
Ellensburg ...	E43,497	125	T. R.	Concrete	6-15-15		80 lbs.
Cle Elum.....	170,927	100	T. R.	Concrete	6-16-15		36 lbs.
Kanaskat	E137,917	125	T. R.	Concrete	6-17-15		8 lbs.
Auburn No. 1.	E35,045	125	T. R.	Concrete	6-18-15	10-15-15	28 lbs.-104 lbs.
Auburn No. 2	E35,050	125	T. R.	Concrete	6-18-15	10-15-15	116 lbs.- 24 lbs.
Seattle Md.Yd.	190,398	100	T. R.	Concrete	6-19-15	10- 5-15	96 lbs.- 44 lbs.
Seattle 2d Av.	191,423	100	T. R.	Concrete	6-21-15	10- 5-15	124 lbs.- 64 lbs.
Interbay	170,851	100	T. R.	Piling	6-22-15		32 lbs.
Everett	None	100	T. R.	Concrete	6-26-15	8-10-15	116 lbs.- 24 lbs.
Wingate	127,154	100	T. R.	Concrete	8- 7-15		120 lbs.
Snohomish ...	E83,048	125	T. R.	Concrete	8-10-15		52 lbs.
Tacoma H. B..	E231,793	150	T. R.	Concrete	10-18-15		72 lbs.

Station	Number	Cap. Tons	Beam Equip.	Foundation	1st Test	2d Test	Variation
THE OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY							
Cosmopolis ...	E18,049	150	T. R.	Piling	2-17-15		48 lbs.
Tacoma	219,521	100	T. R.	Piling	2-20-15	10-19-15	40 lbs.- 93 lbs.
Argo	204,094	150	T. R.	Piling	2-22-15	6-25-15	28-lbs.-130 lbs.
						8-12-15	85 lbs.
Seattle	190,950	100	T. R.	Piling	2-22-15	8-13-15	50 lbs.-100 lbs.
Walla Walla..	191,291	100	T. R.	Concrete	4- 5-15	9-14-15	52 lbs.- 50 lbs.
Tekoa	191,292	100	T. R.	Concrete	4- 8-15		54 lbs.
Spokane	190,275	100	T. R.	Concrete	4-14-15	9-18-15	178 lbs.-100 lbs.
No. Yakima...	199,642	150	T. R.	Concrete	4-20-15		30 lbs.
Tono	175,400	100	D. B.	Concrete	8-25-15		51 lbs.
Tono	175,403	100	D. B.	Concrete	8-25-15		68 lbs.
CENTENNIAL MILL COMPANY							
Seattle	135,283	80	Plain	Concrete	8-14-15		22 lbs.
Spokane	143,462	80	T. R.	Concrete	9-21-15		212 lbs.
SPOKANE FLOUR MILLS							
Spokane	175,600	100	T. R.	Wood	5-22-15	9-21-15	36 lbs.- 88 lbs.
DEMENT BROS. COMPANY							
Walla Walla..	190,356	100	T. R.	Concrete	4- 5-15	9- 5-15	100 lbs.
HAMMOND MILLING COMPANY							
Seattle	143,573	60	T. R.	Concrete	8-23-15	10- 7-15	225 lbs.- 65 lbs.
RITZVILLE FLOURING MILL							
Ritzville	E46,952	100	T. R.	Concrete	9-17-15		100 lbs.
WASHINGTON GRAIN & MILLING COMPANY							
Reardan	E35,043	100	T. R.	Concrete	9-28-15		108 lbs.
WENATCHEE MILLING COMPANY							
Wenatchee ...	190,865	100	T. R.	Concrete	10- 1-15		300 lbs.
PACIFIC COAST STEEL COMPANY							
Seattle	686,553	100	T. R.	Concrete	10- 8-15		52 lbs.
TACOMA SMELTING COMPANY							
Ruston	162,617	100	T. R.	Concrete	8- 2-15		125 lbs.
Ruston	E72,451	150	T. R.	Concrete	8- 2-15	10-22-15	170 lbs.- 20 lbs.
OLYMPIA PORTLAND CEMENT COMPANY							
Bellingham ...	E50,809	100	T. R.	Concrete	8-19-15		36 lbs.
INTERNATIONAL PORTLAND CEMENT COMPANY							
Irvin	E43,503	100	T. R.	Concrete	4-16-15	5-21-15	212 lbs.-156 lbs.
INLAND EMPIRE PAPER COMPANY							
Millwood	196,639	100	T. R.	Concrete	4-16-15		20 lbs.
BLOEDEL-DONOVAN LUMBER COMPANY							
Larsons	E46,946	100	T. R.	Concrete	8-20-15		20 lbs.
SEATTLE BREWING & MALTING COMPANY							
Seattle	191,217	100	T. R.	Concrete	10- 6-15		116 lbs.

74 of the 87 scales tested in this state have type register beams.
13 of the 87 scales tested in this state have double or plain beams.
74 of the 87 scales tested in this state have concrete foundation.
4 of the 87 scales tested in this state have wood foundation.
9 of the 87 scales tested in this state have piling foundation.
18 of the 87 scales tested in this state have steel construction.
69 of the 87 scales tested in this state have wood construction.
76 of the 87 scales tested in this state have good scale house.
11 of the 87 scales tested in this state have no scale house.
28 of the 87 scales tested in this state have electric lights.

9 of the 87 scales tested in this state have oil lamps.
54 of the 87 scales tested in this state have no lights.
41 of the 87 scales tested in this state have pipe drainage.
39 of the 87 scales tested in this state have sub drainage.
7 of the 87 scales tested in this state have no drainage.

Scales discontinued:

Northern Pacific Railway, Willapa, Wash.
Great Northern Railway, Blaine, Wash.

New scales installed:

Northern Pacific Railway, South Tacoma, Wash.
Northern Pacific Railway, Tacoma, Wash.
Northern Pacific Railway, Cle Elum, Wash.
Tacoma Smelting Company, Tacoma, Wash.

Repairs to test car, 1915:

During the first part of January, 1915, test car was given general repairs, consisting of some new wheels, changing air line; also, making all safety appliances standard as far as possible. The cost of these repairs was \$176.28, the Public Service Commission of Oregon paying one-half, \$83.14.

Repairs to test car recommended for 1916:

One pair of wheels, repairs to hand brake and connections, also lifting brackets. All to cost about \$75.00, this Commission to pay one-half.

New equipment purchased, 1915:

2 15-ton Norton lifting jacks, \$17.60 each, \$35.20.
4 tons of 50 lb. test weights, \$115.00 a ton, \$460.00.

In concluding this report, I am pleased to state that not a single complaint questioning the weights of any track scale has been filed with the Commission this past year, which would seem to indicate the result of the Commission work was satisfactory. Still there is much work to be done before all scales are up to standard. Some delays have been caused by local scale repair shops not being able to get scales out promptly, and for that reason 12 scales are not sealed. The carriers have given me splendid service in getting the test car over their lines and furnishing help to assist in making all tests.

Respectfully submitted,

GEORGE H. KAISER,
Scale Expert.

STATUS OF CASES IN COURTS.

IN THE UNITED STATES DISTRICT COURT, WESTERN DISTRICT OF WASHINGTON.

Puget Sound Traction, Light and Power Company v. Public Service Commission and W. V. Tanner. No. 1372. Application for injunction restraining the enforcement of an order of the commission requiring through service on that portion of the company's lines known as the Ballard Beach line, the operation of cars on the Alki Point and Fauntleroy Park lines through the city of Seattle, and that sufficient cars be furnished on Alki Point and Fauntleroy Park lines to furnish seats for substantially all persons using same. Enforcement of provision relative to seats enjoined, in other respects injunction denied. Pending on appeal to United States Supreme Court on order denying temporary injunction. Pending in district court for hearing on the merits.

Scott Calhoun and Joseph Parkin, Receivers of the Seattle, Renton and Southern Railway Company v. Public Service Commission, et al., No. 45. No. 1041. Action to restrain enforcement of order establishing franchise rates. (Pending from 1914.) Dismissed.

The Pacific Telephone and Telegraph Company v. Skagit River Telephone Company and Public Service Commission, et al. No. 744. Action to enjoin enforcement of order requiring physical connection. (Pending from 1914.) Pending to await action of state court in case brought to enforce order.

IN THE SUPREME COURT, STATE OF WASHINGTON.

State ex rel. Raymond Light and Water Company v. Public Service Commission. No. 718. Appeal of Willapa Lumber Company, intervener, from judgment of superior court of Thurston county for relator. (Pending from 1914.) Order of Commission sustained.

State ex rel. Public Service Commission v. Skagit River Telephone Company, et al. No. 751. To enforce order of Commission requiring physical connection of telephone lines. Appeal by Commission from judgment of dismissal entered in superior court of Thurston county. (Pending from 1914.) Judgment affirmed. Petition for rehearing granted. To be reargued during January term 1916.

State ex rel. Public Service Commission v. Spokane and Inland Empire Railway Company. No. 896. Appeal from judgment of superior court of Spokane county granting writ of mandamus to compel defendant to file with the Commission a schedule of rates for furnishing and sale of electric power for commercial purposes. (Pending from 1914.) Submitted.

Northern Pacific Railway Company v. Public Service Commission. No. 973. Review of order fixing rates. Appeal from decision of Thurs-

ton county court upholding ruling of Commission. Appeal dismissed on agreement of parties.

State ex rel. Willis and Washington Park Improvement Club v. Public Service Commission and Puget Sound Traction, Light and Power Company. Superior Court Thurston County, No. 5706. No. 1203. To review order of Commission. Dismissed by agreement and rehearing granted by Commission.

State ex rel. Puget Sound Traction, Light and Power Company v. Public Service Commission, et al. No. 708. Appeal from judgment of Thurston county superior court, reversing order of Commission requiring relator to sell four-cent street car tickets on its cars and at sub-stations. (Pending from 1914.) Pending on stipulation to dismiss.

Raymond Lumber Company v. Raymond Light and Water Company and Raymond Water Company; Public Service Commission, Intervener. On appeal from superior court of King county, wherein judgment was entered for plaintiff, setting aside order of Commission demanding termination of discriminating contract. Submitted and ordered re-argued *en banc* at January, 1916, term.

IN THE SUPERIOR COURTS OF WASHINGTON.

State ex rel. Malaga Land Company v. Public Service Commission. Superior Court Thurston County, No. 5570. No. 962. Appeal from order requiring the relator to do certain things in connection with its irrigation system. (Pending from 1914.) Pending.

State ex rel. Kennewick Valley Water Users' Association v. Public Service Commission. Superior Court Benton County, No. 1502. No. 496. To review order of Commission dismissing complaint against Northern Pacific Irrigation Company. (Pending from 1914 on motion to dismiss.) Dismissed on stipulation.

State ex rel. Chicago, Milwaukee and St. Paul Railway Company, Northern Pacific Railway Company, Great Northern Railway Company, Oregon-Washington Railroad and Navigation Company and Spokane, Portland and Seattle Railway Company v. The Public Service Commission ex rel. The Seattle Chamber of Commerce. Superior Court Thurston County, No. 6066. No. 1616. To review order of Commission discontinuing diverting charge. Pending (December 10).

State ex rel. Chicago, Milwaukee and St. Paul Railway Company and Tacoma Eastern Railway Company v. Public Service Commission and Pacific National Lumber Company. Superior Court Thurston County, No. 5980. No. 1643. To review order of Commission directing refund for overcharge. Writ quashed and proceeding dismissed.

State ex rel. Pacific Power and Light Company v. Public Service Commission. Superior Court Yakima County, No. 9818. No. 1262. To review order of Commission determining the valuation of the Pacific Power and Light Company. Pending.

State ex rel. Everett Gas Company v. Public Service Commission. Superior Court Thurston County, No. 5829. No. 1340. Application for suspension of order of Commission fixing rate to be charged by the company in the city of Snohomish. Argued and submitted.

City of Seattle v. Public Service Commission. Superior Court Thurston County, No. 5978. No. 1613. To review order of Commission fixing valuation. Writ quashed. Appeal to supreme court pending on notice given by city.

Key City Light and Power Company v. Public Service Commission. Superior Court Jefferson County, No. 2896. No. 1614. To review order of Commission fixing valuation. Pending on stipulation for change of venue to Thurston county.

State ex rel. Spokane, Portland and Seattle Railway Company v. Public Service Commission, et al. Superior Court Thurston County, No. 6015. No. 1595. Review of order of Commission requiring railways to furnish compartment or drawing room Pullman cars upon payment of regular charge therefor and presentation of one adult ticket. Reversed. Time for appeal not yet expired.

State ex rel. Richmond Beach Telephone and Power Company v. Public Service Commission. Superior Court Thurston County. No. 1523. Review of order of Commission re-establishing rates. Pending.

State ex rel. Chicago, Milwaukee and St. Paul Railway Company v. Public Service Commission—Schlaefel. Superior Court Thurston County. No. 5890. No. 1522. To review order of Commission requiring certain demurrage charges to be refunded to Schlaefel. Pending in superior court of Thurston county.

OPINIONS BY ATTORNEY GENERAL.

No. 645. Commission has no authority to directly approve or disapprove transfers of telephone lines from one company to another, but has authority to determine whether it will order either company to continue service then being rendered.

PUBLIC SERVICE COMPANIES REPORTING TO COMMISSION.

Herewith are presented a list of all public service utilities operating in the State of Washington which have filed tariffs with the Commission:

GAS COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Auburn Gas Co.....	Auburn	Auburn
Central Washington Gas Co.....	Wenatchee	Wenatchee
Centralia & Chehalis Gas Co.....	Centralia, Chehalis.....	Centralia
Everett Gas Co.....	Everett, Monroe, Snohomish	Everett
Grays Harbor Gas Co.....	Aberdeen, Hoquiam.....	Aberdeen
Key City Light & Power Co.....	Port Townsend.....	Port Townsend
Olympia Gas Co.....	Olympia	Olympia
Pacific Power & Light Co.....	Clarkston, North Yakima, Walla Walla, Vancouver..	Portland
Prescott Gas Lighting Co.....	Prescott	Prescott
Puget Sound Traction, Light & Power Co.	Bellingham	Seattle
Seattle Lighting Co.....	Seattle	Seattle
Spokane Falls Gas Light Co.....	Spokane	Spokane
Tacoma Gas Co.....	Tacoma, Puyallup, Ruston	Tacoma

IRRIGATION COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Arcadia Orchards Co.....	Arcadia	Deer Park
Attalia Land Co.....	Attalia	Spokane
Bridgeport Water Co.....	Bridgeport	Bridgeport
Burbank Company	Burbank	Burbank
Clarkston Irrigation Co.....	Clarkston	Clarkston
Cloverland Co-operative Water Co..	Cloverland	Cloverland
Consumers' Ditch Co.....	Hanford	Hanford
Fruitland Irrigation Co.....	Kettle Falls.....	Kettle Falls
Horn Rapids Irrigation Co.....	Benton County	Seattle
Hudson Water Co.....	Spokane	Spokane
Icicle Canal Co.....	Cashmere	Cashmere
Kettle Falls Canal & Land Co.....	Kettle Falls.....	Kettle Falls
Kettle River Power & Irrigation Co.	Republic	Kennewick
Kiona-Benton Land & Water Co....	Benton City.....	Seattle
Kiona Development Co.....	Kiona	Seattle
Loon Lake Irrigation Co.....	Stevens County.....	Spokane

NAME.	LOCATION.	BUSINESS ADDRESS.
Maple Co-operative Water Co.....	College Place.....	College Place
Newman Lake Canal Co.....	Spokane	Spokane
Northern Pacific Irrigation Co.....	Kennewick	Kennewick
Olympic Irrigation & Construction Co.	Port Angeles	Port Angeles
Pasco Reclamation Co.....	Pasco	Pasco
Sequim Prairie Ditch Co.....	Sequim	Sequim
Snow Creek Water Co.....	Leavenworth	Leavenworth
Stratford Irrigation Co.....	Adrian, Soap Lake, Stratford	Grant Orchards
Touchet Irrigation & Improvement Co.	Touchet	Touchet
Walla Walla Irrigation Co.....	Walla Walla.....	Walla Walla
Washington Development Co.....	Palouse Falls.....	Palouse Falls
Wenatchee Canal Co.....	Wenatchee	Wenatchee
Wenatchee Park Land & Irriga- tion Co.	Wenatchee	Wenatchee
Whitestone Irrigation & Power Co..	Loomis	Richmond Beach
Yakima-Moxee Irrigation Co.....	Yakima County.....	North Yakima
Yelm Irrigation Co.....	Yelm	Yelm

WATER COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Anacortes Water Co.....	Anacortes	Anacortes
Annapolis Water Co.....	Annapolis	Port Orchard
Attalla Land Co.....	Attalla	Attalla
Baker River Power, Light & Water Co.	Concrete	Concrete
Beaux Arts Society.....	Mercer Island.....	Seattle
Bisson & Hadder.....	South Prairie.....	South Prairie
Black Rock Power & Irrigation Co..	Hanford	Hanford
Blaine Water Co.....	Blaine	Blaine
Bossburg Water System.....	Bossburg	Bossburg
Bridgeport Development Co.....	Bridgeport	Bridgeport
Burbank Company	Burbank	Burbank
Camas Water Co.....	Camas	Camas
Carson Water Co.....	Carson	Carson
Carter, L. B.....	Friday Harbor.....	Friday Harbor
Castle Rock Water Co.....	Castle Rock.....	Castle Rock
Chelan Electric Co.....	Chelan	Chelan
Chinook Water Works.....	Chinook	Portland
City Water Works.....	Hatton	Hatton
City Water Works.....	Northport	Northport
Clarkston Irrigation Co.....	Clarkston	Clarkston
College Place Water Works.....	College Place.....	College Place

NAME.	LOCATION.	BUSINESS ADDRESS
Connell Land & Improvement Co.	Connell	Connell
Cosmopolis Water Co.	Cosmopolis	Cosmopolis
Coulee City Water Works.	Coulee City	Spokane
Curlew Mining Co.	Republic	Republic
Durham Co., L. R.	West Seattle	Seattle
Duvall Light & Water Co.	Duvall	Duvall
East Spokane Water Co.	Spokane	Spokane
Edmonds Spring Water Co.	Edmonds	Edmonds
Ellensburg Gas & Water Co.	Ellensburg	Ellensburg
Ellisport Water Co.	Ellisport	Ellisport
Entiat Delta Orchards Co.	Entiat	Entiat
Enumclaw Water & Light Co.	Enumclaw	Enumclaw
Everett Railway, Light & Water Co.	Everett	Everett
Everson Water Works.	Everson	Everson
Fairhaven City Water & Power Co.	South Bellingham	South Bellingham
Florida Land Co.	Beverly Park	Everett
Garrison-Fisher Water Co.	Bremerton, Charleston	Ballard
Georgetown Water Co.	Georgetown	Seattle
Gilman Water Co.	Issaquah	Issaquah
Goldbar Light & Water Co.	Goldbar	Goldbar
Gover, F. P.	Ephrata	Ephrata
Harman, I. G.	Orting	Orting
Harrington Water Works.	Harrington	Davenport
Holman, Fred V.	North Beach	Portland
Home Water & Power Co.	Mount Vernon	Mount Vernon
Hoquiam Water Co.	Hoquiam	Hoquiam
Hutchinson Irrigation & Land Co.	Spokane	Spokane
Ilwaco Water Works.	Ilwaco	Portland
Index Water Co.	Index	Seattle
Ione Water & Light Co.	Ione	Spokane
Jim Creek Water, Light & Power Co.	Arlington	Arlington
Kapowsin Water System.	Kapowsin	Kapowsin
Kelso Water Co.	Kelso	Kelso
Kingston Power & Water Co.	Kingston	Kingston
La Conner Water Co.	La Conner	La Conner
La Crosse Water Works.	La Crosse	La Crosse
Lake Forest Light, Water & Power Co.	Lake Forest Park	Seattle
Little Falls Water Co.	Little Falls	Little Falls
Lyle Company, The.	Lyle	Lyle
Malden Water Works Co.	Malden	Spokane
Manette Water Works.	Manette	Manette
Maple Co-operative Water Co.	College Place	College Place
Marcus Light & Water Co.	Marcus	Hillsboro, Ore.

NAME.	LOCATION.	BUSINESS ADDRESS.
Maury Water Works Co.....	Maury Island.....	Portage
Meerscheldt, A.	Mercer Island.....	Seattle
Metaline Falls Light & Water Co...	Metaline Falls.....	Metaline Falls
Monroe Water Co.....	Monroe	Seattle
Mountain Springs Water Co.....	Seaview	Portland
Newport Water Co.....	Newport	Newport
North Bend Light, Heat, Water & Power Co.	North Bend.....	Seattle
Northern Pacific Irrigation Co....	Kennewick	Kennewick
Northwest Electric & Water Works.	Montesano, South Bend, Tenino	Montesano
Orchard Water Co.....	Kalama	Kalama
Orient Water & Electric Co.....	Orient	Orient
Pacific Power & Light Co.....	Kennewick, Prosser, North Yakima, Pasco	Portland
Pe Ell Water System.....	Pe Ell.....	Pe Ell
Peoples Water Co.....	Zillah	Zillah
Pinecroft Orchard Co.....	Opportunity	Opportunity
Port Angeles Water Supply Co....	Port Angeles	Port Angeles
Raymond Water Co.....	Raymond	Raymond
Riverton Water Co.....	Riverton	Seattle
Robbins Water System.....	Riverton	Seattle
Rosalia Water Co.....	Rosalia	Rosalia
Rucker Bros., Inc.....	Marysville	Everett
Sicade, Henry C.....	Auburn	Tacoma
Skagit Improvement Co.....	Burlington, Sedro Woolley.....	Sedro Woolley
Springdale Water Co.....	Springdale	Springdale
Spring Hill Water Co.....	Bothell	Bothell
Stanwood Water Co.....	Stanwood	Stanwood
Stevenson Water Co.....	Stevenson	Stevenson
Sumas Water Co.....	Sumas	Sumas
Tacoma Land & Improvement Co...	Tacoma	Tacoma
Tacoma Water Supply Co.....	Tacoma	Tacoma
Thomas & Colburn Water Co.....	White Salmon.....	White Salmon
Toledo Water Co.....	Toledo	Toledo
Tolt Water Works.....	Tolt	Tolt
Tumwater Power & Water Co....	Tumwater	Tumwater
Washington-Oregon Corporation...	Vancouver, Chehalis	Vancouver
Washington Public Service Co....	Olympia	Olympia
Washougal Water Co.....	Washougal	Washougal
Washtucna Water System.....	Washtucna	Washtucna
Weld, F. F.....	Rolling Bay.....	Seattle
Western Springs Water Co.....	Steilacoom	Steilacoom

NAME.	LOCATION.	BUSINESS ADDRESS.
West Seattle Land & Improvement Co.	West Seattle.....	West Seattle
White Salmon Water Co.....	White Salmon.....	White Salmon
Wilkeson Light & Water Co.....	Wilkeson	Wilkeson
Winlock Water Co.....	Winlock	Winlock
Woodlawn Park Water Co.....	Spokane	Spokane

ELECTRIC COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Anacortes Water Co.....	Anacortes	Anacortes
Attalla Land Co.....	Attalla	Spokane
Baker River Power, Light & Water Co.	Concrete	Concrete
Black Rock Power & Irrigation Co..	Hanford	Hanford
Bremerton-Charleston Light & Fuel Co.	Bremerton, Charleston, Manette	Bremerton
Burbank Company	Burbank	Burbank
Central Light & Mfg. Co.....	Pe Ell	Pe Ell
Chelan Electric Co.....	Chelan	Chelan
Chinook Light & Power Co.....	Chinook	Chinook
Duvall Light & Water Co.....	Duvall	Duvall
Edmonds Electric Light & Power Co.	Edmonds, Richmond Beach.....	Edmonds
Elma Light & Power Co.....	Elma	Elma
Enloe Electric Co.....	Fairfield, Malden, Rosalia, Waverly, Medical Lake.....	Spokane
Everett Gas Co.....	Everett, Monroe, Snohomish	Everett
Everett Railway, Light & Water Co.	Everett	Everett
Goldbar Light & Water Co.....	Goldbar	Goldbar
Granite Falls Electric Co.....	Granite Falls	Granite Falls
Grant County Power Co.....	Wilson Creek.....	Wilson Creek
Grays Harbor Railway & Light Co..	Aberdeen, Cosmopolis, Hoquiam	Aberdeen
Greenacres Light & Power Co.....	Greenacres	Greenacres
Hunters Electrical Co.....	Hunters	Hunters
Idaho-Washington Light & Power Co.	Colton, Palouse, Farmington, Pullman, Garfield, Tekoa, Oakesdale, Uniontown.....	Spokane
Independent Electric Co.....	Castle Rock, Napavine, Little Falls, Toledo, Vader, Win- lock, Woodland	Portland

NAME.	LOCATION.	BUSINESS ADDRESS.
Index-Galena Co.	Index	Index
Ione Water & Light Co.....	Ione	Spokane
Jim Creek Water, Light & Power Co.	Arlington	Arlington
Key City Light & Power Co.....	Port Townsend.....	Port Townsend
Kulzer Electric Co.....	Gray, Springdale, Kulzer, Valley.....	Valley
La Conner Electric Light Co.....	La Conner.....	La Conner
Lewis County Light & Telephone Co.	Morton	Morton
Lewiston-Clarkston Improvement Co.	Asotin, Clarkston.....	Clarkston
Little Spokane Light & Power Co...	Milan, Deer Park, Chattaroy	Deer Park
Marcus Light & Water Co.....	Marcus	Hillsboro, Ore.
Metaline Falls Light & Water Co...	Metaline Falls.....	Metaline Falls
Northern Clarke County Light & Power Co.	Yacolt	Yacolt
Northern Idaho & Montana Power Co., Ltd.	Newport	Sand Point, Ida.
North Shore Light & Power Co....	Ilwaco, Long Beach.....	Ilwaco
Northwestern Electric Co.....	Camas, Washougal.....	Portland
Northwest Electric & Water Works.	Montesano	Montesano
Oakville Light & Power Co.....	Oakville	Oakville
Okanogan Valley Power Co.....	Brewster, Omak, Bridgeport, Okanogan, Pateros	Spokane
Olympia Light & Power Co.....	Olympia	Olympia
Olympic Power Co.....	Port Angeles.....	Port Angeles
Pacific Northwest Traction Co.....	Burlington, Lyman, Hamilton, Sedro Woolley, Mount Vernon.....	Bellingham
Pacific Power & Light Co.....	Benton City, Beverly, Centerville, Dayton, Dixie, Goldendale, Grand Dalles, Grandview, Granger, Huntsville, White Bluffs, Husum, Kennewick, Kiona, Mabton, Moxee, Naches, North Yakima, Pasco, Pomeroy, Prescott, White Salmon, Prosser, Richland, Selah, Sunnyside,	

List of Public Service Companies

NAME.	LOCATION.	BUSINESS ADDRESS.
	Toppenish, Waltsburg, Walla Walla, Wallula, Wapato, Zillah	Portland
Pehrson Bros.	Ferndale	Ferndale
Portland Railway, Light & Power Co.	Vancouver	Portland
Puget Sound Electric Co.	Auburn, Kent	Seattle
Puget Sound Traction, Light & Power Co.	Alderton, Allentown, American Lake, Auburn, Bellevue, Bellingham, Bothell, Christopher, Dieringer, Duwamish, Earlington, Everett, Foster, Geneva, Glacier, Houghton, Hunt's Point, Issaquah, Juanita, Kapowsin, Kirkland, Lake Forest Park, Lynden, Maple Falls, Medina, North Bend, North Park, O'Brien, Orillia, Orting, Puyallup, Redmond, Renton, Richmond, Richmond Beach, Riverton, Ronald, Ruston, Seattle, Snoqualmie, Sumner, Tacoma, Thomas, Tolt, Wayne, Buckley, Enumclaw	Seattle
Operating the following com- panies: Pacific Northwest Traction Co., Puget Sound Electric Co., Everett Railway, Light & Water Co., Tacoma Railway & Power Co.		
Republic Light & Power Co.	Republic	Republic
Ridgefield Light & Power Co.	Ridgefield	Ridgefield
Sequim Light & Power Co.	Sequim	Sequim
Shelton Electric Co.	Shelton	Shelton
Similkameen Power Co.	Oroville	Oroville
Skamania Light & Power Co.	Stevenson, Carson	Stevenson
Spokane County Electric Co.	Rockford	Rockford
Stanwood Light & Power Co.	Stanwood	Stanwood
Starbuck Electric Co.	Starbuck	Starbuck
Stevens County Power & Light Co.	Colville	Colville
Sumas Electric Light Co.	Sumas	Sumas
Tacoma Railway & Power Co.	Tacoma, Ruston, Puyallup	Tacoma
Tumwater Light & Water Co.	Leavenworth	Leavenworth

NAME.	LOCATION.	BUSINESS ADDRESS.
Vashon-Maury Light & Power Co...	Ellisport	Seattle
Washington-Oregon Corporation....	Centralia, Kalama, Chehalis, Kelso, Tenino	Vancouver
Washington Public Service Co.....	Olympia	Olympia
Washington Water Power Co.....	Almira, Latah, Belmont, Lind, Colfax, Odessa, Creston, Reardan, Davenport, Ritzville, Diamond, Spangle, Elberton, Spokane, Endicott, Sprague, Harrington, St. John, Hartline, Wilbur	Spokane
Wenatchee Valley Gas & Electric Co.	Cashmere, Monitor, Dryden, Orondo, Entiat, Waterville, Wenatchee	Wenatchee
Western Light & Power Co.....	Camas, Washougal.....	Washougal
Wilkeson Light & Water Co.....	Wilkeson	Wilkeson
Willapa Electric Co.....	Raymond, South Bend....	Raymond
Willapa Power Co.....	South Bend.....	South Bend
Willett Bros.	Addy	Colville

TELEPHONE COMPANIES.

NAME.	ADDRESS.
Angeles Telephone & Telegraph Co.....	Port Angeles
Asotin Telephone Co.....	Asotin
Attalia Telephone Co.....	Attalia
Benton Independent Telephone Co.....	Prosser
Brewster Telephone Exchange.....	Brewster
Camas Telephone & Telegraph Co.....	Washougal
Camas Prairie Telephone Co.....	Glenwood
Cascade Telephone Co.....	North Bend
Cascade Telephone Co.....	Roslyn
Cedar Canyon Telephone Co.....	Turk
Cedarhome Telephone Co.....	Stanwood
Centerville Telephone Co.....	Centerville
Chehalis Bolistfort Telephone Co.....	Klaber
Chelan Valley Telephone & Telegraph Co.....	Chelan
Chewelah Telephone Co.....	Chewelah
Citizens Independent Telephone Co.....	Port Townsend
Citizens Telephone Co.....	Seattle
Cloverland-Asotin Telephone Co.....	Cloverland

NAME.	ADDRESS.
Cohasset Beach Telephone Co.....	Aberdeen
Columbia Telephone Co.....	Alderdale
Connell-Kahlotus Telephone Co.....	Connell
Connell Land & Improvement Co.....	Connell
Coweeman Telephone Co.....	Kelso
Cowiche Telephone Co.....	Cowiche
Creston Telephone Co.....	Creston
Davenport Independent Telephone Co.....	Davenport
Davis, N. E.....	Baird
Dryad Home Telephone Co.....	Dryad
East Okanogan Farmers' Telephone Co.....	Chesaw
Echo Valley & Colville Telephone Co.....	Colville
Edmonds Independent Telephone Co.....	Edmonds
Ellensburg Telephone Co.....	Ellensburg
Elma Telephone Co.....	Elma
Entiat Telephone & Telegraph Co.....	Entiat
Fall City Telephone Co.....	Fall City
Farm & City Telephone Co.....	Davenport
Farmers' Independent Telephone Co.....	Waterville
Farmers' Independent Telephone Association.....	Toledo
Farmers' Mutual Telephone Co.....	Lynden
Farmers' Telephone Co. of Pe Ell.....	Pe Ell
Farmers' Telephone Co.....	Omak
Farmers' Telephone & Telegraph Co.....	Wenatchee
Farmers' United Telephone & Telegraph Co.....	Mansfield
Florence-Rae Lumber, Land & Development Co.....	Index
Granger County Telephone Co.....	Kelso
Grant County Telephone Co.....	Quincy
Harman, I. G.....	Orting
Harstine Telephone Co.....	Arcadia
Hettrick, J.	Yelm
Hicksville-Wheeler Telephone Co.....	Moses Lake
Home Telephone Co.....	Castle Rock
Home Telephone Co.....	Silver Creek
Home Telephone Co.....	Spokane
Home Telephone & Telegraph Co.....	Chehalis
Hotes, Fred. J.....	Alder
Ilwaco Telephone & Telegraph Co.....	Ilwaco
Inland Co-operative Association.....	Pullman
Inter-Farmers Telephone Co.....	Leland
Inter-Island Telephone Co.....	Friday Harbor
International Telephone Co.....	Bellingham
Interstate Utilities Co.....	Spokane
Island Empire Telephone & Telegraph Co.....	Tacoma
Kalama Local Telephone Exchange.....	Kalama
Keller & San Poil Telephone & Telegraph Co.....	Keller

NAME.	ADDRESS.
Kennewick Valley Telephone Co.....	Kennewick
Kettle Falls & Daisy Telephone Co.....	Kettle Falls
Krupp Telephone Co.....	Krupp
Lacey Chambers-Prairie Mutual Telephone Co.....	Olympia
La Crosse Telephone Co., Ltd.....	La Crosse
Lake Washington Telephone Co.....	Kirkland
Lewis County Light & Telephone Co.....	Morton
Lewis River Independent Telephone Co.....	Woodland
Liberty Lake Telephone Co.....	Liberty Lake
Little Kentucky Rural Telephone Co.....	Toledo
Lyle Telephone Co.....	Lyle
Maple Falls Telephone Co.....	Seattle
Marcus & Kettle Valley Telephone Co.....	Napoleon
Maryhill Improvement Co.....	Maryhill
Mashell Telephone Co.....	Eatonville
McCleary Timber Co., Henry.....	McCleary
McCoy, L. B.....	Port Gamble
Medical Lake Telephone Co.....	Medical Lake
Minnehaha Co-operative Telephone Co.....	Vancouver
Montesano Telephone Co.....	Montesano
Mutual Telephone Co.....	Mesa
Naches Telephone Co.....	Naches
Nagel Telephone System.....	Neppel
Nasel Farmers Telephone Co.....	Nasel
Nile Telephone Co.....	Nile
North Basin Telephone Co.....	Orin
Northeastern Telephone Co.....	Pomona
Northport Deep Creek Telephone Co.....	Cummins
North River Telephone Co.....	Cosmopolis
North Shore Telephone Co.....	Knappton
Northwestern Long Distance Telephone Co.....	Tacoma
Oakesdale Telephone Exchange.....	Rosalia
Okanogan Telephone & Telegraph Co.....	Okanogan
Olalla Telephone Co.....	Olalla
Orchards Telephone Co.....	Vancouver
Oregon-Washington Telephone Co.....	Hood River, Ore.
Oroville Telephone Co.....	Oroville
Outlook Telephone Co.....	Outlook
Pacific Telephone & Telegraph Co.....	Portland
Peninsula Telephone Co.....	Clallam Bay
Peoples Co-operative Telephone Co.....	Gate
Peoples Telephone & Power Co.....	Tonasket
Porter Independent Telephone Co.....	Porter
Postal Telegraph-Cable Co.....	Seattle
Poulsbo Rural Telephone Co.....	Paulsbo
Prescott Telephone & Telegraph Co.....	Prescott

NAME.	ADDRESS.
Puget Sound Independent Telephone Co.....	Everett
Puyallup Valley Home Telephone Co.....	Puyallup
Quincy Telephone Co.....	Quincy
Richland Telephone Co.....	Richland
Richmond Beach Telephone & Power Co.....	Richmond Beach
Ridgefield, Sara & Vancouver Farmers' Telephone Co.....	Ridgefield
Riverside Telephone Co.....	Riverside
Rosalia Telephone Co.....	Rosalia
Sea Beach Packing Works.....	Aberdeen
Selah Telephone Co.....	Selah
Skagit River Telephone & Telegraph Co.....	Concrete
Skagit Valley Telephone Co.....	La Conner
Skamania Co-operative Telephone Association.....	Hood River, Ore.
Sound Telephone Co.....	Tacoma
Southwest Washington Telephone Co.....	Yacolt
Stemilthill Telephone Co.....	Wenatchee
St. John Co-operative Telephone & Telegraph Co.....	St. John
Summit Valley Telephone Co.....	Addy
Sunnyside Telephone Co.....	Sunnyside
Tampico Telephone Co.....	North Yakima
Tekoa Telephone Exchange.....	Tekoa
Tenino Telephone Exchange.....	Tenino
Tieton Telephone Co.....	North Yakima
Touchet Central Telephone Co.....	Touchet
Tualco Telephone Co.....	Monroe
Tumwater Light & Water Co.....	Leavenworth
Twin City Telephone Co.....	Pasco
Underwood Telephone Co.....	Underwood
Uniontown Telephone Co.....	Uniontown
Valley Telephone Co.....	Valley
Washington Northern Telephone & Telegraph Co.....	Republic
Washougal Home Telephone Co.....	Washougal
Washtucna Highline Telephone Co.....	Ritzville
Waverly Telephone Co.....	Waverly
Wenas Telephone Co.....	Selah
West Crescent Farmers' Co-operative Telephone Co.....	Reardan
West Farmers' Telephone Line.....	Lind
West Side Telephone Co.....	Twisp
Wetterer, A. C.....	Marcus
Wheat Ridge Telephone Co.....	Wilbur
Whidby Telephone Co.....	Langley
White Bluffs & Columbia River Telephone Co.....	White Bluffs
Whitman County Consolidated Telephone & Telegraph Co.....	Colfax
Willapa Harbor Telephone Co.....	Raymond
Willapa Valley Telephone Co.....	Menlo
Winesap Telephone Co.....	Maple Creek

NAME.	ADDRESS.
Winlock Home Telephone Co.....	Winlock
Winona Telephone Co.....	Winona
Woodhouse Telephone Co.....	North Yakima
Yakima Valley Telephone Co.....	Sunnyside

DOCKS AND WHARVES.

NAME OF DOCK.	COMPANY.
ABERDEEN:	
Aberdeen Dock and Warehouse.....	T. B. Darragh & Co.
Harbor Dock	Harbor Dock Co.
ANACORTES:	
Anacortes Lbr. & Box Co.'s Dock.....	Anacortes Lbr. & Box Co.
City Float (Municipal).....	City of Anacortes
Coast Fish Co. Dock.....	Coast Fish Co.
Commercial Avenue Wharf.....	Island Belt Steamship Co.
Curtis Wharf.....	Curtis Wharf Co., Inc.
Fidalgo Lbr. & Box Co.'s Wharf.....	Fidalgo Lbr. & Box. Co.
Pacific American Fisheries Dock.....	Pac. Amer. Fish. Cannery Co.
ARGYLE:	
Argyle Public Wharf.....	J. O. Bergman
BANGOR:	
Bangor Dock.....	Bangor Dock Co.
BELLINGHAM:	
South Bellingham Dock.....	Bellingham Warehouse Co.
Citizens Dock.....	Citizens Dock Co.
Quackenbush Dock.....	L. B. Quackenbush
Sehome Wharf.....	Bellingham & Northern Ry.
BLAINE:	
Blaine City Wharf.....	City of Blaine
BREMERTON:	
Bremerton Municipal Dock.....	City of Bremerton
Fred Peak's Dock.....	Fred Peak
Hefner's Dock.....	Martin Hefner
CAMANO:	
Camano Wharf.....	Porter Garrison
CHARLESTON:	
City Wharf.....	City of Charleston
CHICO:	
Chico Dock.....	Chico Dock Co.
CLALLAM BAY:	
Clallam Bay Dock.....	A. Fairservice & Co.
CLINTON:	
Clinton Dock.....	Salisbury Bros., Inc.

NAME OF DOCK.	COMPANY.
COLBY:	
Colby Wharf.....	M. W. Weeks, Owner
COUPEVILLE:	
Coupeville Wharf.....	Coupeville Wharf Co.
DEER HARBOR:	
Deer Harbor Dock.....	Daniel Murray, Owner
DOE BAY:	
Doe Bay Dock.....	W. Townsend, Sec'y
DOLPHIN:	
Community Wharf.....	J. D. Moore, Wharfinger
DUNGENESS:	
Dungeness Wharf.....	C. F. Seal, Mgr.
EAST SOUND:	
East Sound Dock.....	East Sound Mercantile Co.
EDMONDS:	
City Dock.....	City of Edmonds
EGLON:	
Eglon Dock.....	Eglon Dock Co.
ELWOOD:	
Elwood Wharf.....	Edward Drake, Owner
EVERETT:	
City Dock.....	City of Everett
Everett Dock.....	Everett Dock & Warehouse Co.
FAIRMONT:	
Fairmont Dock.....	Fairmont Wharf Co.
FAIRVIEW:	
Fairview Dock.....	Fairview Dock & Imp. Ass'n
FRAGARIA:	
Fragaria Dock.....	Fragaria Dock & Warehouse Co.
FRIDAY HARBOR:	
Carter's Dock.....	L. B. Carter, Owner
City Dock.....	San Juan Agricultural Co.
GLENDALE:	
Glendale Dock.....	Glendale Improvement Co.
GREENBANK:	
Greenbank Wharf.....	The Greenbank Co.
HOQUIAM:	
Elighth St. Dock.....	Soule Tug & Barge Co.
KINGSTON:	
Kingston Dock.....	Kingston Wharf Co., Inc.
Newellhurst Wharf.....	Rose Mae Newell, Owner

NAME OF DOCK.	COMPANY.
LA CONNER:	
La Conner Dock.....	C. M. Peck, Owner
LANGLEY:	
Brown's Point Wharf.....	Jos. F. Brown
Langley Wharf.....	H. P. Jensen
LOFALL:	
Whitford's Wharf.....	W. W. Whitford, Owner
LOPEZ:	
Lopez Dock.....	Van Bogourt & Johnson
MANCHESTER:	
Manchester Wharf.....	Manchester Improvement Co.
MANETTE:	
Manette Wharf.....	Manette Improvement Ass'n
MANITOU BEACH:	
Manitou Beach Dock.....	Manitou Beach Wharf Club
MANZANITA:	
Manzanita Wharf.....	David Hake, Owner
MARYSVILLE:	
Municipal Dock.....	City of Marysville
MAXWELTON:	
Maxwelton Wharf.....	Mackie Bros.
MOUNT VERNON:	
City Dock.....	Skagit River Nav. & Trading Co.
NEAH BAY:	
Neah Bay Dock.....	Neah Bay Dock Co.
NORTHILLA BEACH:	
Northilla Beach Dock.....	Norton & Co.
OAK HARBOR:	
Maylor Bros. Wharf.....	J. B. Maylor
Poinell Point Dock.....	E. B. Stewart
OLALLA:	
Olalla Dock.....	Olalla Wharf Ass'n
OLYMPIA:	
Percival's Dock.....	J. C. Percival, Mgr.
ORCAS:	
Orcas Dock.....	W. E. Sutherland, Mgr.
PLEASANT BEACH:	
Pleasant Beach Dock.....	A. F. Nichols Co., Inc.
PORT ANGELES:	
Peoples Wharf.....	Peoples Wharf Co.
Pier No. 1.....	J. O. Morse, Owner
Port Angeles City Dock.....	Port Angeles City Dock Co.

NAME OF DOCK.	COMPANY.
PORT CRESCENT:	
Port Crescent Dock.....	P. S. Mills & Timber Co.
PORT DISCOVERY:	
Gardiner Dock.....	Gardiner Timber & Land Co.
PORT GAMBLE:	
Port Gamble Dock.....	Puget Mill Co.
PORT LUDLOW:	
Port Ludlow Dock.....	Puget Mill Co.
PORT MADISON:	
Port Madison Dock.....	Kitsap County Trans. Co.
PORT ORCHARD:	
Central Dock.....	N. G. Rose, Mgr.
Port Orchard Wharf.....	Wm. Peterson, Mgr.
Veteran's Home Dock.....	W. H. Wiscombe, Supt.
PORT STANLEY:	
Port Stanley Dock.....	Moulton & Browne
PORT TOWNSEND:	
Hillside Wharf.....	Hillside Dock Co.
Standard Oil Co.'s Dock.....	Standard Oil Co.
Tyler Street Dock.....	Tlyer Street Dock Co.
Union Wharf.....	Union Dock Co.
PORT WILLIAMS:	
Port Williams Dock.....	H. J. Bugge, Owner
POULSBO:	
Municipal Dock.....	City of Poulsbo
QUILCENE:	
Seaton Dock.....	John Seaton, Owner
RICHARDSON:	
Richardson Wharf.....	Hodgson-Graham Co.
ROCHE HARBOR:	
Roche Harbor Dock.....	Tacoma & Roche Harbor Lime Co.
SAN DE FUCA:	
San De Fuca Dock.....	John Armstrong, Whfgr.
SEABECK:	
Seabeck Dock	A. L. Hotchkiss, Whfgr.
SEATTLE:	
Albers Dock.....	Albers Bros. Milling Co.
Bell St. Wharf.....	Port Commission
Colman Dock.....	Colman Dock Co.
G. T. P. Dock.....	Grand Trunk Pacific Dock Co.
Hanford St. Wharf.....	Port Commission
Harbor Island Dock.....	Harbor Island Dock & Whse. Co.
Lander St. Wharf.....	Port Commission

NAME OF DOCK.	COMPANY.
SEATTLE—Continued:	
Lilly's Dock.....	C. H. Lilly Co.
Pan-American Dock.....	Pan-American Dock & Whse. Co.
Salmon Bay Wharf.....	Port Commission
Smith's Cove Oil Dock.....	Jas. Griffith's & Sons
Smith's Cove Terminal.....	Port Commission
Stacy St. Dock.....	Port Commission
Whatcom Ave. Wharf.....	Port Commission
Youngstown Dock.....	Drummond Lighterage Co.
Pier 1	C. P. Ry; N. P. Ry; P. A. Nav. Co.
Pier 2.....	Alaska S. S. Co.; N. P. Ry
Pier 3.....	Galbraith Dock Co.
Pier 4.....	Dodwell & Co.
Pier 5.....	Arlington Dock Co.
Pier 6.....	C., M. & St. P. Ry
Pier 7.....	Schwabacker Dock & Whse. Co.
Pier 8.....	Pacific Net & Twine Co.
Pier 9.....	Virginia St. Dock & Whse. Co.
Pier 10.....	Virginia St. Dock & Whse. Co.
Pier 12.....	Wall St. Dock Co.
Pier 14.....	Dodwell & Co.
Pier A.....	Washington St. Dock & Whse. Co.
Pier B.....	Pacific Coast S. S. Co.
Pier C.....	Eyres Storage & Whse. Co.
Pier D.....	Pacific Coast S. S. Co.
SHAW ISLAND:	
Shaw Island Wharf.....	Del Hoffman, Owner
SHELTON:	
Shelton Dock.....	Shelton Transportation Co.
SILVERDALE:	
Silverdale Dock.....	Matt Thuesen, Agent
STANWOOD:	
Stanwood Dock.....	Skagit River Nav. & Trdg. Co.
STEVENSON:	
Stevenson Wharf.....	Stevenson Wharf Co.
TACOMA:	
Commercial Dock.....	Commercial Dock Co.
Eureka Dock.....	Eureka Dock Co.
Municipal Dock	City of Tacoma
TRACYTON:	
Tracyton Dock.....	Tracyton Dock Association
UNION CITY:	
Union City Dock.....	Union City Dock Co.
WEST SOUND:	
West Sound Dock.....	West Sound Trdg. & Trans. Co.

NAME OF DOCK.	COMPANY.
WHITE SALMON:	
White Salmon Wharf.....	White Salmon Wharf Co.
WINSLOW:	
Winslow Dock.....	Winslow Grange & Imp. Co.

RAILROADS (Steam).

NAME OF COMPANY.	PRINCIPAL OFFICE IN STATE.
Baker River & Shuksan Ry.....	Concrete
Bellingham & Northern Ry.....	See C., M. & St. P. Ry
Blakely R. R. Co.....	Seattle
Blumauer Logging Co.....	Tenino
Camas Prairie R. R. Co.....	See O.-W. R. & N. Co.
Canadian Pacific Ry.....	Seattle
Centralia Eastern Ry.....	Tacoma
Cherry Valley Ry Co.....	Everett
Chicago, Milwaukee & St. Paul Ry.....	Seattle
Columbia & Puget Sound Ry.....	Seattle
Elk Creek & Grays Harbor Ry.....	Doty
Great Northern Ry.....	Seattle
Hall & Hall Ry.....	Stanwood
Hartford Eastern Ry.....	Everett
Idaho & Washington Northern Ry.....	See C., M. & St. P. Ry
Marysville & Arlington Ry.....	Seattle
Marysville & Northern Ry.....	Ballard
North Bend & Eastern Ry.....	Edgewick
Northern Pacific Ry.....	Tacoma
Oregon-Washington R. R. & Nav. Co.....	Portland, Ore.
Oregon Trunk Ry.....	Portland, Ore.
Pacific & Eastern Ry.....	Raymond
Pe Ell & Columbia River Ry.....	Pe Ell
Peninsular Ry.....	Shelton
Port Townsend & Puget Sound Ry.....	Seattle
Puget Sound & Baker River Ry.....	Everett
Puget Sound & Cascade Ry.....	Clear Lake
Seattle, Port Angeles & Western Ry.....	See C., M. & St. P. Ry
Spokane & British Columbia Ry.....	Republic
Spokane International Ry.....	Spokane
Spokane, Portland & Seattle Ry.....	Portland, Ore.
Star Logging Co.....	Globe
Tacoma Eastern Ry.....	See C., M. & St. P. Ry
Thurston County Ry Co.....	Olympia
Washington, Idaho & Montana Ry.....	Potlatch, Idaho
Washington Western Ry.....	Three Lakes
Waterville Ry.....	Waterville
Wenatchee Valley & Northern Ry.....	Leavenworth

RAILROADS (Electric).

NAME OF COMPANY.	ADDRESS.
Grays Harbor Railway & Light Co.....	Aberdeen
Loyal Railway Co.....	Seattle
Olympia Light & Power Co.....	Olympia
Pacific Northwest Traction Co.....	See P. S. T., L. & P. Co.
Pacific Traction Co.....	See P. S. T., L. & P. Co.
Puget Sound Electric Ry.....	See P. S. T., L. & P. Co.
Puget Sound International Ry. & Power Co.....	See P. S. T., L. & P. Co.
Puget Sound Traction, Light & Power Co.....	Seattle
Seattle, Renton & Southern Ry.....	Seattle
Spokane & Inland Empire Ry.....	Spokane
Tacoma Railway & Power Co.....	See P. S. T., L. & P. Co.
Walla Walla Valley Ry. Co.....	Walla Walla
Washington Electric Ry.....	Portland, Ore.
Washington-Oregon Corporation	Vancouver
Washington Water Power Co.....	Spokane
Western Washington Power Co.....	See P. S. T., L. & P. Co.
Willapa Electric Co.....	Raymond
Yakima Valley Transportation Co.....	North Yakima

EXPRESS COMPANIES.

NAME OF COMPANY.	LINE OPERATING ON.
American Express Co.....	O.-W. R. & N. Co.
Great Northern Express Co.....	G. N. Ry.
Northern Express Co.....	N. P. Ry.
Wells Fargo Express Co.....	C., M. & St. P. Ry.
Western Express Co.....	S. I. Ry.

TELEGRAPH COMPANIES.

NAME OF COMPANY.	BUSINESS ADDRESS.
Continental Telegraph Co.....	Seattle
Federal Telegraph Co.....	Seattle
Pacific Telephone & Telegraph Co.....	Portland, Ore.
Postal Telegraph Cable Co.....	Seattle
Western Union Telegraph Co.....	Seattle
Great Northern Telegraph Co.....	St. Paul

STEAMBOAT COMPANIES.

NAME OF COMPANY.	ADDRESS.
Agner, J. C.....	Seattle
Ahl, Oscar	Lake Cushman
Allen, Howard H.....	Everett
Allman-Hubble Tugboat Co.....	Hoquiam
American Tugboat Co.....	Everett
Anderson, Fred	Seattle
Anderson Bros. Towing Co.....	La Conner

NAME OF COMPANY.	
Anderson Steamboat Co.....	
Angeles Brewing Co.....	
Bailey, C. A.....	
Barbee, I. H.	
Bartlett, Hugh	Port
Bevier, Frank	
Birch Anderson Towboat Co.....	
Birmingham Transportation Co.....	
Border Line Transportation Co.....	
Boyden Towboat Co.....	
Bradford, E. L.	
Bremerton Ice & Fuel Co.....	
Bremerton Transportation Co.....	
Brenner Oyster Co., J. J.....	
Bridgers, Geo. G.....	Port
Brown, Will H.....	
Brown's Bay Logging Co.....	
Bruett & Borges.....	
Bullock, A. L.	
Burt, Robert H.....	Port
Bush, F. P. & O. L.....	
Caldwell Transportation Co.....	
Cammon & Larson.....	
Carr, W. B.	
Cartmell, H. K.	
Cary-Davis Towing Co.....	
Chehalis Boom Co.....	
Chesley Tug & Barge Co.....	
Christensen, Niels	
Clark, Geo. W.....	
Columbia Transportation Co.....	
Coulter Towboat Co.....	Se
Cowan, A. E.	
Cram, B. O.	
Crews Tug & Barge Co.....	B
Crompton, Ed.	
Crosby Towboat Co.....	
Curry, Chas.	
Dalles-Columbia Line	Port
Dalles, Portland & Astoria Nav. Co.....	Port
Darling, Albert M.....	
Davis, Addison	M
Donovan, J. M.	
Dowell, S. L.	
Drummond Lighterage Co.....	
Dudley, W. B.	

NAME OF COMPANY.	ADDRESS.
Eagle Harbor Transportation Co.....	Winslow
East Side Launch Co.....	Tacoma
East Side Transportation Co.....	Wenatchee
Ehrich, E. A.	Yoman
Elder, Geo. H.	Long Branch Island
Elliott, W. J.	Anacortes
Ellis, W. L.	Tacoma
Ennist & Stone Navigation Co.....	Aberdeen
Erickson & Jacobson.....	Hoquiam
Everett Tug & Barge Co.....	Everett
Eyre, Frederick	Mt. Vernon
Fabre, Frank	Seattle
Finson, Fred H.	Cornet
Forester Tugboat Co.....	Aberdeen
Foss Launch Co.....	Tacoma
Fowler & Egge.....	Stanwood
Frank Waterhouse & Co., Inc.....	Seattle
Freeland Transportation Co.....	Freeland
Frith, J. R.	Langley
Garrett, F. S.	Bellingham
Gradke, R. L.	Bellingham
Graham & Butcher.....	Aberdeen
Granger & Woodward.....	Bellingham
Grant, W. G.	Seattle
Grays Harbor Tugboat Co.....	Hoquiam
Grinrod, C. P.	Olympia
Hales Pass & Wollochet Navigation Co.....	Cromwell
Hall, Geo. A.	Olympia
Halvorsen, Albert	Eglen
Hamilton, J. E.	Anacortes
Hanson, Harry	Bremerton
Harkins Transportation Co.....	Portland, Ore.
Harley, C. S.	Seattle
Harvey, T. A.	Mt. Vernon
Haskell, J. H.	Harstine Island
Hastings Steamboat Co.....	Port Townsend
Hayes, Ed S.....	Bellingham
Hefner, Martin	Bremerton
Helser, D. R.	Olympia
Hendrickson, Ben	Port Ludlow
Henry, W. M.	Nahcotta
Hester, C. C.	Lowell
Hoeck, Ole	Ballard
Hoff, J. M.	Stellacoom
Holbrook, R. B.	Seattle
Hopper, E. W.	Ballard

NAME OF COMPANY.	ADDRESS.
Houchen, O. D.	Port Blakely
Humtulls Towing Co.	Aberdeen
Hunt, J. A.	Olympia
Husby, Edward	Seattle
Independent Sand & Gravel Co.	Aberdeen
Independent Towing Co.	Seattle
Inter-Island Navigation Co.	Friday Harbor
Island Belt Steamship Co.	Anacortes
Island Passenger & Express Co.	Friday Harbor
Island Transportation Co.	Seattle
Island Transportation Co.	Bellingham
Iverson, Peter	Poulsbo
Jackson, Andrew	Everett
Jakle, Wm.	Friday Harbor
Jesper, H. N.	Seattle
Johnson, H. R.	Tacoma
Johnson, Marlon	Anacortes
Johnson & Nelson Trans. Co.	Olalla
Johnson Towing Co., Inc., N. L.	Seattle
Jones, B. L.	Bellingham
Joyce, Olof	Clinton
Judy Transportation Co.	Seattle
Keene, Ed. S.	Seattle
Kellogg Transportation Co.	Portland, Ore.
Key City Steamship Co.	Port Townsend
King & Winge.	Seattle
King County Ferry.	Seattle
Kingston Transportation Co.	Seattle
Kitsap County Transportation Co.	Seattle
Lake Chelan Boat Co.	Chelan
Lake Chelan Transportation Co.	Lakeside
Lake Whatcom Navigation Co.	Bellingham
Larsen, Ed.	Blaine
Larsen, L.	Portage
Lawrence, Oscar	Seattle
Lermond, Percy	Seattle
Leschi Boat House.	Seattle
Liberty Bay Transportation Co.	Poulsbo
Lien Bros.	Stanwood
Lillico Boat Co.	Seattle
Lindley Dock & Transportation Co.	Bellingham
Lorenz Bros.	Rosedale
Lummi Navigation Co.	Bellingham
Manette Transportation Co.	Manette
Marcy, Capt. R. O.	Seattle
Matney, Harvey	Brinnon

NAME OF COMPANY.	ADDRESS.
McAlmond, Henry	Dungeness
McDowell, Mathew	Tacoma
McPherson Bros. Co. Ferry.....	Brewster
Merchants Transportation Co.....	Tacoma
Merkley, E. R.	Seattle
Milwaukee Tugboat Co.....	Tacoma
Morrison & Co., H. H.....	Port Townsend
Mossman & Shaw.....	Bellingham
Munson, J. Kim.....	Shelton
Mystic Towboat Co.....	Seattle
Navy Yard Boat House Co.....	Port Orchard
Navy Yard Route, Inc.....	Seattle
Nelson, N. M.	Seattle
Nelson & Larsen.....	Everett
Nielson, Capt. P. A.....	Seattle
Noble, I. M.	Olympia
North Coast Tug Co.....	Seattle
North Shore Transportation Co.....	Deep River
Norton, C. A.	Anacortes
Olalla Freight Co.....	Olalla
Old Town Boat House Co.....	Tacoma
Olson, Albert	Poulsbo
Olympia & Tacoma Navigation Co.....	Tacoma
Olympic Launch & Towboat Co.....	Port Angeles
Pacific Towboat Co.....	Seattle
Pacific Transportation Co.....	Raymond
Peacock, Wm.	Bellingham
Pearl Trading Co.....	Port Angeles
Peck Bros. Towing Co.....	Everett
Peoples Transportation Co.....	La Center
Peoples Transportation Co.....	Portland, Ore.
Perry, Wiley F.....	Anacortes
Peterson, P. W.	Allyn
Pioneer Sand & Gravel Co.....	Seattle
Pitman & Douglas.....	Bellingham
Point Defiance Pavilion Co.....	Tacoma
Port Blakely Transportation Co.....	Port Blakely
Port of Seattle.....	Seattle
Puget Sound & Baker River Ry. & Boat Line.....	Everett
Puget Sound Naval Station Route.....	Seattle
Puget Sound Navigation Co.....	Seattle
Puget Sound Tugboat Co.....	Seattle
Ralson, F.	Allyn
Reeves, A. V.	South Bend
Rickaby, Harry	Anacortes
River Transportation Co.....	South Bend

NAME OF COMPANY.	ADDRESS.
Robertson, Robert	Seattle
Rose, P. S.	Port Blakely
Rouse, A. G.	Seattle
Rowe, W. M.	Ferndale
San Juan Canning Co.....	Friday Harbor
Shaw, R. J.	Orcas
Shelton Transportation Co.....	Shelton
Shively, Otis L.	Seattle
Shutt, C. H.	Aberdeen
Simonsen & Son, L.....	Blaine
Sixth Avenue Boat House.....	Titlow Beach
Skagit Navigation Co.....	Stanwood
Skagit River Navigation & Trading Co.....	Seattle
Skelley, Alberty	Tacoma
Smith, Thos. E.	Meadowdale
Snelider, E. G.	Hoquiam
Sol Duc Hot Springs Co.....	Seattle
Soule Tug & Barge Co.....	Hoquiam
Sound Packet Lines	Seattle
Sparling, Geo. W.	Hoquiam
Spencer, Arthur H.	Freeland
Spoon, Henry	Aberdeen
Standard Towboat Co.....	Raymond
Stanley, James	Tacoma
Star Steamship Co.....	Seattle
Stevens, W. W.	Seattle
Still Harbor & Tacoma S. S. Co.....	Tacoma
Swanson, C. G.	Burton
Tacoma & Burton Navigation Co.....	Tacoma
Tacoma Tug & Barge Co.....	Tacoma
Tacoma Tugboat Co.....	Tacoma
Taylor & Son, S. K.....	New Kamilche
Thompson, Harry D.	Hoquiam
Thulsen, Mads	Silverdale
Thurber, Fred W.	Hoquiam
Tollaksen, M. E.	Seattle
Tow Boat Owners' Association.....	Seattle
Trafton, W. G.	Anacortes
Transit Towboat Co.....	South Bend
Tucker, O. R.	Tacoma
Turner, Harry	Seattle
Upper Columbia Steamship Co.....	Bridgeport
Upper Columbia Transportation Co.....	Pateros
Van Slyke, L. H.	Beverly
Vashon Island Freighting Co.....	Olalla
Vashon Navigation Co.....	Dockton

NAME OF COMPANY.	ADDRESS.
Vogelbaum & Olsen.....	Tacoma
Vollans, B. H.	Everett
Wake, A. H.	Seattle
Wallula Gap Ferry.....	Wallula
Washington Route	Chico
Washington Tug & Barge Co.....	Seattle
West Pass Transportation Co.....	Lisabuela
West Side Barge Co.....	Seattle
Western Transportation & Towing Co.....	Portland, Ore.
Weston, A. J.	Olympia
Whidby Island Sand & Gravel Co.....	Bellingham
Wick, H. O.	Seattle
Wiese, M. F.	Seattle
Willapa Transportation Co.....	South Bend
Wilson, Thomas	Elgin
Wilson Navigation Co.....	Aberdeen
Wishkah Boom Co.....	Aberdeen
Wood, Chas. A.	Anacortes
Wroten, Archie	Gig Harbor
Yeomans Boom Co.....	Pe Ell

STATEMENT SHOWING EXPENDITURES DURING FISCAL YEAR ENDING NOVEMBER 30, 1915, AND AMOUNT DISBURSED FROM 1913 AND 1915 APPROPRIATIONS.

PURPOSE OF EXPENDITURE	From 1913 Appropriation December 1, 1914, to March 30, 1915	From 1915 Appropriation April 1, 1915, to November 30, 1915	Total
1. Salary of commissioners.....	\$4,686 70	\$9,788 83	\$14,455 53
2. Salary of secretary.....	666 68	1,333 32	2,000 00
3. Salary of rate expert.....	1,000 00	2,000 00	3,000 00
4. Salary of assistant rate expert.....	500 00	1,000 00	1,500 00
5. Salary of track inspector.....	1,000 00	2,000 00	3,000 00
6. Salary of assistant track inspector.....	800 00	1,440 88	2,240 88
7. Salary of chief engineer.....	1,200 00	2,400 00	3,600 00
8. Salary of court reporter.....	600 00	1,200 00	1,800 00
9. Salary of law assistant.....	{ Included }	1,200 00	.....
10. Salary of tariff stenographer.....	{ In Item }	800 00	.....
11. Salary of tariff clerk.....	{ 15 below }	800 00	.....
12. Salary of assistant engineers.....	5,768 84	{ Included in Item 19 below }	
13. Salary of engineering accountant.....	800 00		
14. Salary of bookkeeper.....	600 00		
15. Salary of office employees.....	4,219 84		
16. Supplies and traveling expenses.....	11,651 27		
17. Furniture and fixtures.....	1,020 51	52,785 29	81,636 93
18. Laboratory equipment	1,996 18		
19. Salaries and expenses.....	.....	
Totals.....	\$36,485 02	\$76,748 82	\$113,233 84
Grade crossings	2,628 46	9,088 90	11,717 36
Printing	1,922 90	1,086 26	2,969 16
Grand Totals.....	\$41,036 38	\$86,873 48	\$127,909 86

STATE OF WASHINGTON

Sixth Annual Report

OF THE

Public Service Commission OF WASHINGTON

TO

THE GOVERNOR

COVERING THE PERIOD FROM
DECEMBER 1, 1915, TO NOVEMBER 30, 1916

OLYMPIA:
FRANK M. LAMBORN  PUBLIC PRINTER
1916

**THE PUBLIC SERVICE COMMISSION
OF WASHINGTON.**

E. F. BLAINE, Chairman.

**ARTHUR A. LEWIS, FRANK R. SPINNING,
Commissioners.**

J. H. BROWN, Secretary.

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LETTER OF TRANSMITTAL.

Ernest Lister, Governor of Washington.

We herewith transmit to you the annual report of the Public Service Commission of Washington, for the year ending November 30, 1916.

In this connection we beg leave to advise you that since the date of the last annual report, the Commission has decided 107 formal cases, investigated 71 accidents and wrecks and disposed of 459 informal cases, and that there are pending 52 formal cases, 55 grade crossing elimination cases, 34 accident investigations, and 100 informal cases. In addition, a great deal of the time of the Commission and employees has been taken up with the preparation and furnishing of data requested by interested parties. During the same period the tariff department orders have been made to the number of 291 permitting the filing of tariffs on less than thirty days' notice, and 42 orders have been made permitting refunds. In all these cases there has been either a reduction of freight or passenger rates, or the order permitted establishing a rate where none previously existed. Lately the Commission made an order permitting temporary increase of demurrage charges, awaiting action of the Interstate Commerce Commission relative to interstate demurrage rates. The purpose of this order was to facilitate the unloading of cars in an effort to relieve the car shortage.

There have been entered 111 orders permitting grade crossings and formal orders for the elimination of 22 dangerous grade crossings. A general survey

of a majority of the grade crossings of the state has been made.

Conferences have been held with the railroad companies and they are now engaged, in co-operation with the county commissioners of the various counties, so that all A crossings (or extremely dangerous crossings) shall, without undue delay be eliminated, and they have agreed to adopt the Commission's suggestions as to the prompt elimination of the dangerous features of B crossings.

Particular attention has been paid to safety appliances upon the steam and electric railroads, and in the inspection of electrical overhead construction, and all wrecks and losses of life within our jurisdiction have been investigated, reported upon and the responsibility fixed.

The following valuations have been finished:

Hanford Irrigation Company.

Pacific Telephone & Telegraph Company.

Tacoma Railway & Power Company.

Pacific Power & Light Company.

Pacific Traction Company.

The valuation of the following will be completed during the ensuing biennium, provided the proper appropriations are made therefor:

Washington Water Power Company.

Puget Sound Traction, Light & Power Company.

December 1, 1915, there remained unexpended from the appropriation for this department, exclusive of the grain inspection, \$86,001.52, and there has been expended \$60,588.53, leaving a balance of \$25,412.99.

In the grain department, which is practically self-supporting, there has been collected and paid into the treasury \$49,457.88, and there has been expended in salaries and other expenses \$39,530.64 from the earnings, and \$5,363.28 from the general fund, as provided in the appropriation bill.

The track scale and scales immediately associated with transportation are within the jurisdiction of this Commission. Since the passage of the track scale provision of the 1911 law, it has been the custom to collect \$20.00 for each scale test, from the railroad, or other scale owner, and these fees have been retained by the Commission, and the salary of the scale expert and expenses of the work have been paid therefrom. On February 24, 1913, a surplus in this fund was distributed to the railway companies which originally paid one-half the cost of the car, the other half being paid by the State of Oregon. November 30, 1916, the balance on hand was \$655.74. It is necessary that the testing car be repaired, which may entail an expense of \$250.00. We believe that the retention of these fees by the Commission should be discontinued and that the moneys should be turned into the state treasury, and the expenses should be paid in the same manner as expenses of the grain department, and we would suggest legislation to this end.

We are of the opinion the grain and hay laws should be extended so the chief inspector of the grain department with the approval of the Commission would be allowed to appoint hay weighers at such points of shipment as may be approved by the Commission; that the fees for all weighing should be turned into the

state treasury, and the weighers should be paid therefrom, not to exceed the amount of collections, and that the scales of these weighers and all other scales connected with transportation, including those upon industrial tracks, should be under scale testers of this commission, under a proper fee system.

In the year 1908 this Commission valued the following railroads: Northern Pacific, Great Northern, Oregon-Washington Railroad & Navigation Company, Washington & Columbia River, Port Townsend Southern, Columbia River & Northern, Columbia & Red Mountain, Washington & Great Northern, Spokane Falls & Northern, Washington, Idaho & Montana, Columbia & Puget Sound, North Yakima & Valley, Bellingham Bay & British Columbia, Tacoma Eastern, Ilwaco Railway & Navigation Company, Seattle & Montana, St. Paul, Minneapolis & Manitoba, Washington Central, Walla Walla & Columbia River, Snake River Valley, Spokane & Inland Empire, and Columbia & Palouse.

As the United States Government is now engaged in valuing all railroad properties in this state doing interstate business, we deem it advisable that this department co-operate with the Government to the end that the values heretofore made by this Commission be brought down to date and other properties not valued, be valued.

In 1908 a traffic study of the railroads of the commonwealth of Washington was made by this Commission, which has become practically obsolete. A traffic analysis of present conditions should be made, to include all steam and electric roads.

In conjunction with the foregoing we believe it the part of wisdom to have a switching charge study made

throughout the state. Should all the foregoing be undertaken and finished, it probably will be the basis for effective regulation on the part of the Commission and should also be of benefit to both the railroad companies and their patrons.

We have had conferences with the several utilities looking to the promulgation of new water, gas and electric rules and regulations, seeking to establish uniform rules, in harmony with those suggested by the Federal Bureau of Standards, and will, without unnecessary delay, establish the same.

We have also held conferences on demurrage and reciprocal demurrage, and switching charges, looking toward bettering conditions and the promulgating of proper rules.

That the work of valuation and kindred studies may be undertaken in co-operation with the Government, and that the Commission may properly present cases before the Interstate Commerce Commission and be represented in the national valuation of railroads it is essential that a special emergency appropriation be made.

This department has submitted a detailed budget for its regular work, under which it has asked appropriations as follows:

COMMISSION.

General—

Salaries and wages.....	\$129,300 00
Supplies, material and service.....	44,700 00
Capital outlays	1,500 00
Total.....	<u>\$175,500 00</u>

GRAIN DEPARTMENT.

General—

Salaries and wages (general fund)	\$13,000 00
Supplies, material and service (general fund)	1,500 00
Salaries and wages (grain fund)	77,350 00
Supplies, material and service (grain fund)	11,850 00
Capital outlays	800 00
Total	\$104,500 00

NOTE—Expenditures from the grain fund are in no event to exceed the collections of this department.

We recommend amendments to the Public Service Commission Act in the following particulars:

That section 80 of the Public Service Commission Law, as amended by Chapter 145 of the Laws of 1913, be further amended to provide that:

“Upon the filing of a complaint the Commission shall cause a copy thereof to be served upon the persons or corporation complained of, which *may* be accompanied by a notice fixing the time when and place where a hearing will be had upon such complaint *and requiring the respondent to answer the complaint and to serve and file such answer within seven days after the service of such notice; Providing, The time fixed for such hearing shall not be less than ten days after the date of service of such notice and complaint, excepting as herein provided; or the Commission may, upon the filing of complaint, cause a copy thereof to be served upon the person or corporation complained of, together with a notice requiring the respondent to answer the complaint and to serve and file such answer on or before the expiration of ten days from date of service of such notice, and at any time after the filing of the complaint the Commission may bring such proceeding on for hearing by serving on the com-*

plainant and respondent a notice fixing the time and place where such hearing will be held; Provided, The time fixed for hearing shall be not less than ten days after the date of service of the complaint and not less than five days after the date of service of such notice of hearing."

Under Section 80 as it now stands, the Commission is not authorized to require a respondent in a formal proceeding to answer the complaint until the proceeding has been assigned for hearing, and a citation, fixing the time and the place of such hearing, issued and served. The Commission should have some latitude in this respect, as it has been found in a considerable proportion of the cases filed with the Commission that an adjustment may be secured after answer is filed, or that issues raised by the answer require more time for investigation than anticipated at the time of assigning the proceeding for hearing, which necessitates continuances, and results in expense and inconvenience which would be unnecessary under the proposed amendment.

That Section 63 of the Public Service Commission Law be amended by adding thereto the following provision:

"The Commission may cause informal investigation of any accident, whether resulting in loss of life of or injury to any passenger or employee or other person to be made by the inspector or any deputy inspector and, upon consideration of the report of such investigation, may, in its discretion, cause a formal investigation of such accident to be made."

The Commission's interpretation of the provisions of Section 63 of the Public Service Commission Law is that accidents of the character herein mentioned

should be investigated for the purpose of determining whether or not such accidents result from insufficient or improper character of appliances or equipment, or insufficient or improper rules or practices, to the end that proper steps may be taken to prevent future accidents from similar causes. Since the Public Service Commission Law became effective, the Commission has found that many accidents occur which do not result from insufficient or improper character of appliances or equipment, or insufficient or improper rules provided or practices permitted by the public utility involved and that informal investigation by the Commissioners' inspectors of safety appliances is usually sufficient to enable the Commission to determine whether or not a formal hearing would disclose such fact. Therefore, the Commission believes that it is unreasonable to require formal hearings for investigating all accidents which occur upon the lines of any common carrier resulting in the loss of life to any passenger or employee, as well as an unnecessary expenditure of public funds. Under the proposed amendment, the Commission would be authorized to cause a formal hearing to be held for investigation of such accidents, or, in its discretion, after investigation and report by an inspector of safety appliances, to close such investigation without a formal hearing.

We also renew our recommendation of two years ago, that provision be made by statute, for the refund of unused steamboat tickets. The present law only provides for refund of railroad transportation.

The Commission recommends that legislation be enacted requiring maintenance of warning signs on highways, approximately 300 feet on either side of all

grade crossings, outside the limits of cities authorized to frame their own charters.

We feel that we would fail in the performance of our duty if we did not call your attention to the manner in which this department is being housed. Should the records of this department be destroyed some of them could not be reproduced and those that could be would probably cost the state in the neighborhood of a quarter of a million of dollars. We are quite sure the man of ordinary business judgment who might have property of this particular kind and value would not keep them in other than a fireproof structure. Not only is this Commission without a proper place in which to store the property intrusted to its care, but the Commission has no permanent quarters and has been compelled to move on four different occasions in the last four years. In each move its classification of files has been greatly disturbed and valuable documents either misplaced or lost.

We take pleasure in calling to your attention the reports of the department heads embodied herewith.

DISPOSITION OF CASES AFFECTING STEAM RAILWAYS.

No. 1784.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
A. B. HUGHES, *Plaintiff*, v. OREGON-WASHINGTON RAILROAD & NAVI-
GATION COMPANY, A CORPORATION, *Defendant*.

Complaint relating to rate on saw logs from Wabash Lumber &
Shingle Company's spur to Tono, Washington.

April 13, 1915, complaint was withdrawn by A. B. Hughes, who
stated that the mill had ceased operating, and there being no further
movement of logs the cause for complaint had ceased to exist.

BE IT ORDERED BY THE COMMISSION, That this cause be, and the same
hereby is, dismissed.

No. 1813.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. THE
NORTHERN PACIFIC RAILWAY COMPANY, THE GREAT NORTHERN RAIL-
WAY COMPANY, THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COM-
PANY, THE MILWAUKEE TERMINAL RAILWAY COMPANY, THE COLUM-
BIA & PUGET SOUND RAILROAD COMPANY, THE OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY, THE PUGET SOUND ELECTRIC
RAILWAY, THE PUGET SOUND TRACTION, LIGHT & POWER COMPANY,
THE PACIFIC NORTHWEST TRACTION COMPANY, *Respondents*.

Complaint relating to terminal facilities and switching service and
rates in Seattle, Washington.

This cause coming on to be heard on the plea and demurrer of the
Chicago, Milwaukee & St. Paul Railway Company, one of the respond-
ents, and the Commission being advised by the attorney general's of-
fice as to the law applicable to this proceeding, and the opinion of the
Commission being in harmony with that of the attorney general's office,
and the Commission being fully advised in the premises,

IT IS ORDERED, That this action be, and the same hereby is, dis-
missed.

No. 1821.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GREAT
NORTHERN RAILWAY COMPANY, *Respondent*.

Petition for discontinuance of agency at Dryden, Washington.

Respondent having requested leave to withdraw its petition for
authority to discontinue its agent at Dryden during certain months, filed
in the above entitled proceeding March 30, 1916, without prejudice to

the rights of the company to renew such petition at any time in the future,

IT IS ORDERED, That respondent be, and it hereby is, authorized to withdraw said petition without prejudice to the rights of the company to renew the same at any time in the future.

No. 1823.

IN THE MATTER OF THE PETITION OF THE NORTHERN PACIFIC RAILWAY COMPANY FOR CLASSIFICATION AS OPERATING PROPERTY THE FOLLOWING DESCRIBED TRACTS: LOTS 1, 2, 3, AND 4, BLOCK 5 SUMNER, SUPPLEMENTAL; AND VACATED STREET LYING WESTERLY OF AND ADJOINING SAID BLOCK. TRACT 53.2, SECTION 24, TOWNSHIP 20, NORTH, RANGE 4 E. W. M., LESS PORTIONS FOR STREETS.

The application of the Northern Pacific Railway Company for classification of above described tracts as operating property has been investigated by the Commission and the Commission having found that said property is used and useful in the operation of respondent's railway system,

IT IS ORDERED, That lots 1, 2, 3, and 4, block 5 Sumner, supplemental; and vacated street lying westerly of and adjoining said block and tract 53.2, section 24, township 20 north, range 4 E. W. M., less portions for streets, all of said property being in Pierce county, Washington, be, and such property hereby is, classified as operating property.

No. 1836.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY ET AL., *Respondents*.

Complaint relating to structural iron and steel from coast points to points inland.

It appearing to the Commission that the subject-matter of the above entitled proceeding has been adjusted to the satisfaction of the shippers, at whose request this proceeding was instituted,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 1837.

W. L. HARTMAN, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Complaint relating to maintenance of agency at Sherlock, Washington.

Complaint was filed with the Commission December 16, 1914, protesting against the abandonment of the station of Sherlock. The complainant having subsequently withdrawn his complaint,

IT IS ORDERED, That this cause be, and the same hereby is, dismissed.

No. 1838.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF TOWN OF BUCODA, BY ITS MAYOR AND COUNCIL, *Relator*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Complaint relating to re-establishment of agency at Bucoda, Washington.

The cause of complaint having been met to the satisfaction of the complainant by the re-establishment of an agent at Bucoda,

IT IS ORDERED, That this cause be, and the same hereby is, dismissed.

No. 1839.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF A. P. PERRY LUMBER COMPANY, A CORPORATION, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Petition for order requiring respondent to re-establish agency and reopen depot at McIntosh, Washington.

After investigation by the Commission, it appearing that the volume of business at McIntosh would not justify the granting of complainant's petition,

IT IS HEREBY ORDERED, That this cause be, and the same hereby is, dismissed.

No. 1840.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

This cause came on to be heard this 16th day of August in the town of Republic, before Chairman E. F. Blaine, Commissioners Arthur A. Lewis and Frank R. Spinning; the respondent being represented by C. S. Albert; the Spokane and British Columbia Railway being represented by W. T. Beck, and it appearing from the statements of counsel that the parties who requested that the above entitled action should be brought, ceased to have any further interest in physical connection between the railroad properties of the Great Northern and the Spokane and British Columbia Railway, and were no longer interested in the switching charges or privileges and that each of said railroads deemed that all tracks beyond the town of Republic are industrial tracks, and being fully advised in the premises,

IT IS ORDERED, That this action be, and the same hereby is, dismissed.

No. 1864.

In re application of Northern Pacific Railway Company for classification of the following described property as operating property:

Berry House Site at Thomas, King county, Washington.

Portion of John M. Thomas Donation Claim No. 42 in section 36-22-4E. W. M., described as follows: Beginning on westerly line N. P.

Ry. right of way, 1081 feet southerly from north line section 36-22-4; thence south 1 deg. 29 min. east along said right of way line 222.6 feet; thence south 88 deg. 31 min. west, 90.2 feet; thence north 27 deg. 58 min. west, 215 feet; thence north 78 deg. 58 min. 30 sec. east, 192 feet to beginning; containing .68 of an acre, more or less.

The character and use of the above described property having been investigated by the Commission, and the Commission having found that said property is used and useful in the operation of petitioner's railroad,

IT IS ORDERED, That the above described tracts be, and the same are, hereby classified as operating property.

No. 1866.

In re application of Northern Pacific Railway Company for classification of the following described property as operating property:

"Arlington Gravel Pit." Portion of NE $\frac{1}{4}$ of NE $\frac{1}{4}$ section 34, described as follows: Beginning at point of intersection of east line section 34 with northeasterly line of right of way of Northern Pacific Railway; thence north 260 feet on section line; thence west to northeasterly line of right of way; thence southeasterly along right of way to beginning, being portion of SE $\frac{1}{4}$ of NE $\frac{1}{4}$ of NE $\frac{1}{4}$ section 34-32 N. 5 E.; 0.92 acres.

Portion of NW $\frac{1}{4}$ of NW $\frac{1}{4}$ of section 35, lying between lines 150 and 250 feet, respectively, northeasterly from and parallel with present center line of main track of Northern Pacific Railway, being in SW $\frac{1}{4}$ of NW $\frac{1}{4}$ of NW $\frac{1}{4}$ of section 35-32 N., 5 E.; 1.31 acres.

Portion of SW $\frac{1}{4}$ of NW $\frac{1}{4}$ of section 35, lying between lines 50 and 250 feet, respectively, distant northeasterly from and parallel with center line of Northern Pacific Railway main track as now located and extending from northerly line of said SW $\frac{1}{4}$ of NW $\frac{1}{4}$, southeasterly 755 feet measured along said center line of railway, being in SW $\frac{1}{4}$ of NW $\frac{1}{4}$ of section 35-32 N., 5 E.; 1.88 acres.

The character and use of the above described property having been investigated by the Commission, and the Commission having found that said property is used and useful in the operation of petitioner's railroad,

IT IS ORDERED, That the above described tracts be, and the same are, hereby classified as operating property.

No. 1868.

In re application of Northern Pacific Railway Company for classification of the following described property as operating property:

Right of way of revised line of the Northern Pacific Railway from Edgecomb to Kruse, in Snohomish county, Washington, over and across the following described tracts of land, the width of such right of way and acreage thereof located within each of such tracts being specified below:

<i>Description</i>	<i>Sec.</i>	<i>Twp.</i>	<i>Rge.</i>	<i>Width</i>	<i>Acres</i>
Lot 1	4	30	5 E	100 ft.	3.23
Lot 2	4	30	5 E	100 ft.	1.06
SW $\frac{1}{4}$ NE $\frac{1}{4}$	4	30	5 E	100 ft.	3.58
NW $\frac{1}{4}$ SE $\frac{1}{4}$	4	30	5 E	100 ft.	1.06
NE $\frac{1}{4}$ SW $\frac{1}{4}$	4	30	5 E	100 ft.	2.74
N $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$	4	30	5 E	100 ft.	.85
S $\frac{1}{2}$ N $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$	4	30	5 E	100 ft.	.84
N $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$	4	30	5 E	100 ft.	.84
S $\frac{1}{2}$ S $\frac{1}{2}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$	4	30	5 E	100 ft.	.84
Pt. N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$	9	30	5 E	100 ft.	.15
Pt. N $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$	9	30	5 E	100 ft.	1.43
S $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$	9	30	5 E	Irreg.	1.08
SE $\frac{1}{4}$ NW $\frac{1}{4}$	9	30	5 E	Irreg.	.17
W $\frac{1}{2}$ NW $\frac{1}{4}$ NW $\frac{1}{4}$	26	31	5 E	Irreg.	.55
NE $\frac{1}{4}$ NE $\frac{1}{4}$	27	31	5 E	100 ft.	1.10
SE $\frac{1}{4}$ NE $\frac{1}{4}$	27	31	5 E	100 ft.	3.50
NE $\frac{1}{4}$ SE $\frac{1}{4}$	27	31	5 E	100 ft.	1.24
NW $\frac{1}{4}$ SE $\frac{1}{4}$	27	31	5 E	100 ft.	2.25
SW $\frac{1}{4}$ SE $\frac{1}{4}$	27	31	5 E	100 ft.	3.24
SE $\frac{1}{4}$ SW $\frac{1}{4}$	27	31	5 E	Irreg.	.23
N $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$	33	31	5 E	100 ft.	.96
S $\frac{1}{2}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$	33	31	5 E	100 ft.	1.80
E $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$	34	31	5 E	Irreg.	2.90
W $\frac{1}{2}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$	34	31	5 E	100 ft.	1.00
SW $\frac{1}{4}$ NW $\frac{1}{4}$	34	31	5 E	100 ft.	1.72
SE $\frac{1}{4}$ NW $\frac{1}{4}$	34	31	5 E	100 ft.	2.01
NW $\frac{1}{4}$ SW $\frac{1}{4}$	34	31	5 E	100 ft.	3.56
SW $\frac{1}{4}$ SW $\frac{1}{4}$	34	31	5 E	100 ft.	.85

The character and use of the above described property having been investigated by the Commission, and the Commission having found that said property is used and useful in the operation of petitioner's railroad,

IT IS ORDERED, That the above described tracts be, and the same are, hereby classified as operating property.

No. 1869.

In re application of Northern Pacific Railway Company for classification of the following described tracts as operating property:

Right of way of revised line of the Northern Pacific Railway from McMurray to Montborne in Skagit county, Washington, over and across the following described tracts, the width of such right of way and acreage thereof located within each of such tracts being specified below:

<i>Description</i>	<i>Sec.</i>	<i>Twp.</i>	<i>Rge.</i>	<i>Width</i>	<i>Acres</i>
Lot 2	25	33	4 E	Irreg.	.60
Lot 3	25	33	4 E	Irreg.	1.75
Lot 9	6	33	5 E	100 ft.	2.96
Lot 1	7	33	5 E	100 ft.	2.50
NE $\frac{1}{4}$ NE $\frac{1}{4}$	7	33	5 E	100 ft.	1.47
SE $\frac{1}{4}$ NE $\frac{1}{4}$	7	33	5 E	100 ft.	3.30
SW $\frac{1}{4}$ NW $\frac{1}{4}$	8	33	5 E	100 ft.	.71
NE $\frac{1}{4}$ SW $\frac{1}{4}$	8	33	5 E	100 ft.	.01
NW $\frac{1}{4}$ SW $\frac{1}{4}$	8	33	5 E	100 ft.	4.20
SW $\frac{1}{4}$ SW $\frac{1}{4}$	8	33	5 E	Irreg.	1.00
SE $\frac{1}{4}$ SW $\frac{1}{4}$	8	33	5 E	100 ft.	3.22
NE $\frac{1}{4}$ NW $\frac{1}{4}$	17	33	5 E	100 ft.	3.07
SE $\frac{1}{4}$ NW $\frac{1}{4}$	17	33	5 E	100 ft.	3.10
NE $\frac{1}{4}$ SW $\frac{1}{4}$	17	33	5 E	100 ft.	2.50
NW $\frac{1}{4}$ SW $\frac{1}{4}$	17	33	5 E	Irreg.	2.90
SW $\frac{1}{4}$ SW $\frac{1}{4}$	17	33	5 E	Irreg.	2.80
SE $\frac{1}{4}$ SE $\frac{1}{4}$	18	33	5 E	Irreg.	2.10
NE $\frac{1}{4}$ NE $\frac{1}{4}$	19	33	5 E	100 ft.	3.22
SE $\frac{1}{4}$ NE $\frac{1}{4}$	19	33	5 E	100 ft.	2.04
NE $\frac{1}{4}$ SE $\frac{1}{4}$	19	33	5 E	Irreg.	1.64
NW $\frac{1}{4}$ SE $\frac{1}{4}$	19	33	5 E	Irreg.	.16
SE $\frac{1}{4}$ SW $\frac{1}{4}$	19	33	5 E	Irreg.	1.92
SW $\frac{1}{4}$ SE $\frac{1}{4}$	19	33	5 E	Irreg.	1.31
Lot 1	30	33	5 E	Irreg.	.09
Lot 2	30	33	5 E	Irreg.	1.08

Town of Montborne:

Lots 1 to 4, block 51.
 Lots 9 and 10, block 51.

Reserve Addition:

All block 1.
 All block 2.
 Lots 10 to 20, block 3.
 Lots 1 and 2, block 4.
 Lots 12 and 13, block 4.
 Lot 1, block 5.

Those portions lots 2 and 5 to 10, block 5 lying southwesterly of a line par with and 50 feet northeasterly at right angles from Northern Pacific Railway right of way.

Those portions lots 1 to 4, block 6, lying southwesterly of a line par with and 50 feet northeasterly at right angles from Northern Pacific right of way.

Right of way of revised line of Northern Pacific Railway from Sedro Woolley to Wickersham, in Skagit county, over and across the following described tracts of land, the width of such right of way and acreage thereof located within each of said tracts, being specified below:

<i>Description</i>	<i>Sec.</i>	<i>Twp.</i>	<i>Rge.</i>	<i>Width</i>	<i>Acres</i>
Lot 3	2	35	4 E	Irreg.	4.41
Lot 4	2	35	4 E	Irreg.	.65
SW $\frac{1}{4}$ NW $\frac{1}{4}$	2	35	4 E	Irreg.	5.17
SE $\frac{1}{4}$ NW $\frac{1}{4}$	2	35	4 E	Irreg.	.21
NW $\frac{1}{4}$ SW $\frac{1}{4}$	2	35	4 E	100 ft.	3.08
SW $\frac{1}{4}$ SW $\frac{1}{4}$	2	35	4 E	Irreg.	4.27
NE $\frac{1}{4}$ SE $\frac{1}{4}$	10	35	4 E	Irreg.	.51
SE $\frac{1}{4}$ SE $\frac{1}{4}$	10	35	4 E	Irreg.	1.15
NW $\frac{1}{4}$ NW $\frac{1}{4}$	11	35	4 E	Irreg.	7.48
SW $\frac{1}{4}$ NW $\frac{1}{4}$	11	35	4 E	100 ft.	3.09
NW $\frac{1}{4}$ SW $\frac{1}{4}$	11	35	4 E	100 ft.	2.58
SW $\frac{1}{4}$ SW $\frac{1}{4}$	11	35	4 E	100 ft.	1.94
SE $\frac{1}{4}$ SW $\frac{1}{4}$	13	35	4 E	25 ft.	.72
NE $\frac{1}{4}$ SW $\frac{1}{4}$	13	35	4 E	Irreg.	7.06
NW $\frac{1}{4}$ SW $\frac{1}{4}$	13	35	4 E	Irreg.	2.94
SE $\frac{1}{4}$ SW $\frac{1}{4}$	13	35	4 E	Irreg.	4.50
SW $\frac{1}{4}$ NW $\frac{1}{4}$	13	35	4 E	100 ft.	1.94
SE $\frac{1}{4}$ NE $\frac{1}{4}$	14	35	4 E	100 ft.	2.97
SW $\frac{1}{4}$ NE $\frac{1}{4}$	14	35	4 E	Irreg.	3.92
NW $\frac{1}{4}$ NW $\frac{1}{4}$	14	35	4 E	100 ft.	3.29
SW $\frac{1}{4}$ NW $\frac{1}{4}$	14	35	4 E	100 ft.	1.91
SE $\frac{1}{4}$ NW $\frac{1}{4}$	14	35	4 E	100 ft.	3.17
NE $\frac{1}{4}$ NW $\frac{1}{4}$	24	35	4 E	25 ft.	.80
SE $\frac{1}{4}$ NE $\frac{1}{4}$	35	36	4 E	100 ft.	.50
NE $\frac{1}{4}$ SE $\frac{1}{4}$	35	36	4 E	100 ft.	3.35
NW $\frac{1}{4}$ SE $\frac{1}{4}$	35	36	4 E	100 ft.	1.30
SW $\frac{1}{4}$ SE $\frac{1}{4}$	35	36	4 E	100 ft.	1.93
SW $\frac{1}{4}$ SE $\frac{1}{4}$	35	36	4 E	100 ft.	.57
SE $\frac{1}{4}$ SW $\frac{1}{4}$	35	36	4 E	100 ft.	2.15
NE $\frac{1}{4}$ SE $\frac{1}{4}$	13	36	4 E	Irreg.	.40
SE $\frac{1}{4}$ SE $\frac{1}{4}$	13	36	4 E	100 ft.	2.43
NE $\frac{1}{4}$ NE $\frac{1}{4}$	24	36	4 E	Irreg.	.25
NE $\frac{1}{4}$ NE $\frac{1}{4}$	24	36	4 E	Irreg.	2.00
SE $\frac{1}{4}$ NE $\frac{1}{4}$	24	36	4 E	Irreg.	11.25
NE $\frac{1}{4}$ SE $\frac{1}{4}$	24	36	4 E	200 ft.	5.96
SE $\frac{1}{4}$ SE $\frac{1}{4}$	24	36	4 E	Irreg.	5.81
SW $\frac{1}{4}$ SE $\frac{1}{4}$	24	36	4 E	Irreg.	1.35
NE $\frac{1}{4}$ NE $\frac{1}{4}$	25	36	4 E	Irreg.	2.27
SW $\frac{1}{4}$ NE $\frac{1}{4}$	25	36	4 E	Irreg.	2.31
SE $\frac{1}{4}$ NE $\frac{1}{4}$	25	36	4 E	Irreg.	2.06
NE $\frac{1}{4}$ SE $\frac{1}{4}$	25	36	4 E	Irreg.	1.26
NW $\frac{1}{4}$ SE $\frac{1}{4}$	25	36	4 E	Irreg.	4.65
SW $\frac{1}{4}$ SE $\frac{1}{4}$	25	36	4 E	Irreg.	3.41
NW $\frac{1}{4}$ NE $\frac{1}{4}$	25	36	4 E	Irreg.	3.00
NW $\frac{1}{4}$ NE $\frac{1}{4}$	36	36	4 E	100 ft.	1.84
NE $\frac{1}{4}$ NW $\frac{1}{4}$	36	36	4 E	100 ft.	3.10
SW $\frac{1}{4}$ NW $\frac{1}{4}$	36	36	4 E	100 ft.	3.79
SE $\frac{1}{4}$ NW $\frac{1}{4}$	36	36	4 E	100 ft.	.73
SE $\frac{1}{4}$ SE $\frac{1}{4}$	6	36	5 E	Irreg.	.25
NE $\frac{1}{4}$ NE $\frac{1}{4}$	7	36	5 E	Irreg.	.25
NW $\frac{1}{4}$ NE $\frac{1}{4}$	7	36	5 E	100 ft.	2.90
SW $\frac{1}{4}$ NE $\frac{1}{4}$	7	36	5 E	100 ft.	2.85

<i>Description</i>	<i>Sec.</i>	<i>Twp.</i>	<i>Rge.</i>	<i>Width</i>	<i>Acres</i>
NW¼ SE¼	7	36	5 E	100 ft.	.71
NE¼ SW¼	7	36	5 E	100 ft.	2.30
SE¼ SW¼	7	36	5 E	100 ft.	3.39
SE¼ SW¼	7	36	5 E	Irreg.	.14
NE¼ NW¼	18	36	5 E	Irreg.	.01
Lot 1	18	36	5 E	100 ft.	3.10
Lot 2	18	36	5 E	100 ft.	3.10
Lot 3	18	36	5 E	Irreg.	5.21

The character and use of the above described property having been investigated by the Commission, and the Commission having found that said property is used and useful in the operation of petitioner's railroad,

IT IS ORDERED, That the above described tracts be, and the same are, hereby classified as operating property.

No. 1895.

In re application of Northern Pacific Railway Company for classification of the following described property as operating property:

Right of way of the Simcoe branch of the Northern Pacific Railway (formerly North Yakima & Valley Railway) over and across the following described tracts:

The width of such right of way and the acreage lying within each of the following described tracts, being as specified below:

<i>Description</i>	<i>Sec.</i>	<i>Twp.</i>	<i>Rge.</i>	<i>Width</i>	<i>Acres</i>
SW¼ SW¼	29	11	20 E	100 ft.	1.44
NE¼ NE¼	32	11	20 E	100 ft.	.23
NW¼ NW¼	32	11	20 E	100 ft.	3.05
NE¼ NE¼	31	11	20 E	100 ft.	3.03
NW¼ NE¼	31	11	20 E	100 ft.	3.04
NE¼ NW¼	31	11	20 E	100 ft.	3.03
NW¼ NW¼ (Lot 1)	31	11	20 E	100 ft.	1.73
NE¼ NE¼	36	11	19 E	100 ft.	3.06
NW¼ NE¼	36	11	19 E	100 ft.	3.07
NE¼ NW¼	36	11	19 E	100 ft.	3.06
NW¼ NW¼	36	11	19 E	100 ft.	3.07
NE¼ NE¼	35	11	19 E	100 ft.	3.02
NW¼ NE¼	35	11	19 E	100 ft.	3.02
NE¼ NW¼	35	11	19 E	100 ft.	3.02
NW¼ NW¼	35	11	19 E	100 ft.	3.02
NE¼ NE¼	34	11	19 E	100 ft.	3.07
NW¼ NE¼	34	11	19 E	100 ft.	3.06
NE¼ NW¼	34	11	19 E	100 ft.	3.06
NW¼ NW¼	34	11	19 E	100 ft.	3.07
NE¼ NE¼	33	11	19 E	100 ft.	3.01
NW¼ NE¼	33	11	19 E	Irreg.	4.92
NE¼ NW¼	33	11	19 E	100 ft.	3.03
NW¼ NW¼	33	11	19 E	100 ft.	3.03
NE¼ NE¼	32	11	19 E	100 ft.	3.02
NW¼ NE¼	32	11	19 E	100 ft.	3.02
NE¼ NW¼	32	11	19 E	100 ft.	3.02

<i>Description</i>	<i>Sec.</i>	<i>Twp.</i>	<i>Rge.</i>	<i>Width</i>	<i>Acres</i>
NW¼ NW¼.....	32	11	19 E	100 ft.	3.04
NE¼ NE¼	31	11	19 E	100 ft.	3.04
NW¼ NE¼	31	11	19 E	100 ft.	3.04
NE¼ NW¼	31	11	19 E	100 ft.	3.03
NW¼ NW¼ (Lot 1)	31	11	19 E	100 ft.	3.65
NE¼ NE¼	36	11	18 E	100 ft.	3.03
NW¼ NE¼	36	11	18 E	100 ft.	3.04
NE¼ NW¼	36	11	18 E	100 ft.	3.02
NW¼ NW¼.....	36	11	18 E	100 ft.	3.02
NE¼ NE¼	35	11	18 E	100 ft.	3.07

The character and use of the above described property having been investigated by the Commission, and the Commission having found that said property is used and useful in the operation of petitioner's railroad,

IT IS ORDERED, That the above described tracts be, and the same are, hereby classified as operating property.

No. 1902.

In re application of Northern Pacific Railway Company for classification as operating property of the following described tracts:

Lots 3, 8 and 9, block 23, Cain's Addition to the city of Walla Walla, Washington.

The character and use of the above described property having been investigated by the Commission, and the Commission having found that said property is used and useful in the operation of petitioner's railroad,

IT IS ORDERED, That the above described tracts be, and the same are, hereby classified as operating property.

No. 1905.

In re application of Northern Pacific Railway Company for classification of the following described tracts as operating property:

All of lot 8, block 57, corrected plat of the city of Hoquiam, Washington.

The southwesterly 110 feet of lots 4 to 6, block 65, corrected plat of the city of Hoquiam, Washington.

All of lots 9 to 11, in block 65, corrected plat of the city of Hoquiam.

Unplatted tract lying between lots 9 and 10, block 65, and lot 3, tract 3, plate 3, Hoquiam tide and shore lands (Tax No. 1-A, Sec. 11-17-10.)

All of block 66, corrected plat, city of Hoquiam, Washington.

That portion of vacated 10th street, corrected plat of the city of Hoquiam, Washington, lying north of United States shore line.

That portion of vacated L street of corrected plat, city of Hoquiam, Washington, lying north of United States shore line.

The character and use of the above described property having been investigated by the Commission, and the Commission having found that said property is used and useful in the operation of petitioner's railroad,

It Is ORDERED, That the above described tracts be, and the same are, hereby classified as operating property.

No. 1906.

In re application of Northern Pacific Railway Company for classification of the following described property as operating property:

Right of way of Cowiche branch of the Northern Pacific Railway (North Yakima & Valley Railway) over and across the following described tracts of land, the width of such right of way and the acreage thereof located within each of said tracts being as specified below:

Subdivision	Sec.	Twp.	Rge.	Width	Acre
NW¼ SE¼	9	13 N	18 E	Irreg.	5.68
NE¼ SW¼	9	13 N	18 E	75 ft.	1.07
SE¼ SW¼	9	13 N	18 E	75 ft.	2.38
NE¼ NW¼	16	13 N	18 E	50 ft.	1.18
NW¼ NW¼	16	13 N	18 E	50 ft.	1.67
NE¼ NE¼	17	13 N	18 E	50 ft.	1.50
NW¼ NE¼	17	13 N	18 E	50 ft.	1.62
NE¼ NW¼	17	13 N	18 E	50 ft.	1.57
NW¼ NW¼	17	13 N	18 E	50 ft.	1.17
SW¼ SW¼	8	13 N	18 E	50 ft.	.47
SE¼ SE¼ (and lot 8, Ditter Bros. Orchard Tracts)	7	13 N	18 E	Irreg.	1.22
NE¼ NE¼	18	13 N	18 E	75 ft.	1.65
NW¼ NE¼	18	13 N	18 E	Irreg.	1.61
SW¼ SE¼ (and lot 9, Ditter Bros. Orchard Tracts)	7	13 N	18 E	Irreg.	.78
NE¼ NW¼	18	13 N	18 E	75 ft.	2.49
NE¼ NE¼	13	13 N	17 E	50 ft.	1.42
SE¼ SE¼	12	13 N	17 E	100 ft.	.59
SW¼ SE¼	12	13 N	17 E	100 ft.	3.27
SE¼ SW¼	12	13 N	17 E	100 ft.	3.87
SW¼ SW¼	12	13 N	17 E	100 ft.	1.19
NW¼ SW¼	12	13 N	17 E	100 ft.	2.52
NW¼ NE¼	11	13 N	17 E	Irreg.	.54
NE¼ SE¼	11	13 N	17 E	100 ft.	3.11
SE¼ NE¼	11	13 N	17 E	100 ft.	.44
SW¼ NE¼	11	13 N	17 E	100 ft.	4.00
NW¼ NW¼	18	13 N	17 E	75 ft.	2.60

The character and use of the above described property having been investigated by the Commission, and the Commission having found that said property is used and useful in the operation of petitioner's railroad,

It Is ORDERED, That the above described tracts be, and the same are, hereby classified as operating property.

No. 1907.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v.
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, *Respondent*.

Proceeding, instituted at the request of the Spokane Merchants Association, relating to reasonableness of switching charges in Spokane, Washington.

The Commission, having been advised by the Spokane Merchants Association that it is agreeable to the members of said association to permit the tariffs involved in the above entitled proceeding to remain in their present status upon condition that the dismissal of the above entitled action be made without prejudice,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed without prejudice.

No. 1921.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
BYRNE-TURNER COMPANY, *Complainants*, v. GREAT NORTHERN RAIL-
WAY COMPANY, CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY,
PACIFIC NORTHWEST TRACTION COMPANY AND BELLINGHAM & NORTH-
ERN RAILWAY COMPANY, *Respondents*.

This cause came on for hearing at Olympia, Washington, in the Senate chamber at the hour of 11:00 o'clock a. m., the 25th day of August, 1916, before the Public Service Commission of Washington, there being present Chairman E. F. Blaine and Commissioners Arthur A. Lewis and Frank R. Spinning, Assistant Attorney General Scott Z. Henderson and Rate Expert O. O. Calderhead; the complainant being represented by Mr. Turner of the Bryne-Turner Company; the respondents being represented by Judge F. V. Brown, attorney for the Great Northern Railway Company; Mr. Kimbal, Assistant General Freight Agent, Great Northern Railway Company; Mr. Barkwill, attorney for the Chicago, Milwaukee & St. Paul Railway Company; Mr. E. W. Soergel, Chief Clerk, General Freight Department, Chicago, Milwaukee & St. Paul Railway Company and Bellingham & Northern Railway Company, and Mr. W. H. Somers, Traffic Manager Pacific Northwest Traction Company. The respective parties having introduced their evidence and proofs and the Commission being fully advised in the premises makes the following

FINDINGS OF FACT.

I

That the complainant is a corporation engaged in the manufacture, sale and shipment of wood stave water pipe and wooden tanks in Bellingham, Washington.

II

That respondents are corporations owning, controlling, operating and managing railroads in the state of Washington for public use in the conveyance of persons and property for hire between points within this state.

III

That complainant's manufacturing plant is located on the railway line of the Pacific Northwest Traction Company at point "A" between Bellingham and the station of Larson, as shown on the sketch attached to these findings.

IV

That at Larson and Silver Beach at point "E," marked upon the sketch, are extensive lumber manufacturing plants from which large shipments of lumber and lumber products are made to points in the state of Washington, and beyond, on the lines of respondents.

V

That Larson and Silver Beach are local stations on the line of the Northern Pacific Railway between Bellingham and Wickersham; that the lumber and shingle mills at Larson and Silver Beach are reached by the rails of the Pacific Northwest Traction Company and the Northern Pacific Railway. The Bellingham & Northern Railway also reaches mills by spur track extending from a point on its main line in Bellingham to mills.

VI

That the Bellingham & Northern Railway is a subsidiary company of the Chicago, Milwaukee & St. Paul Railway Company.

VII

That the respondent Great Northern Railway Company has, and has had, not connection by its own rails with the lumber plant at point "B," and, in order to share in the shipments originating at "B," the Great Northern Railway Company has arranged with the Pacific Northwest Traction Company, whose road passes through "B," and the Bellingham & Northern Railway Company, to join in and establish a through route and joint rates on lumber and shingle shipments from mills at "B," and intermediate points, and local and competitive points on the line of the Great Northern Railway. This agreement permits the Great Northern Railway thereby to share in the lumber and shingle shipments originating at "B," and enables it to compete with the Northern Pacific as to lumber and shingle freight originating at that point; that the joint rates from mills at "B" to local and competitive points on the Great Northern Railway are the same as the rates applying from Bellingham to such local and competitive points.

VIII

This through route and joint rate agreement does not include the shipments of water pipe, and although the plant of the complainant is intermediate between points "B" and "C" or "D," the shipment of pipe

from complainant's plant must bear a switching charge at "B" of \$2.50 and at "D" an additional charge of \$2.50 when forwarded to local non-competitive points on the Great Northern Railway. When a shipment from complainant's plant goes to a competitive or transcontinental point on the Great Northern Railway the switching charge is absorbed.

IX

The plant of the complainant is not extensive and only a few cars of pipe are shipped annually over the Great Northern or the Bellingham & Northern Railways. There is scarcely any comparison in the amount of tonnage originating at the plant of complainant, with the tonnage originating at point "B."

X

On the pipe from complainant's plant shipped on the line of the Great Northern Railway from January 1, 1915, to June 30, 1916, the Great Northern Railway received a revenue of \$.0230 per ton per mile. That upon the lumber shipped from point "B" by this carrier during a portion of the same period, it received a revenue of \$.0143 per ton per mile. The car earnings per mile were as follows: Pipe, \$.348, lumber, \$.387, the minimum weight on cars of pipe being 30,000 pounds and the minimum on cars of lumber is graduated according to cubical capacity, from 30,000 to 50,000 pounds.

OPINION.

The complainant asks that its plant, or its products, be put on as favorable a basis as to a through route and joint rate, or as to absorption of switching charges, as are the lumber and shingle products of plants at "B." In other words, if one commodity is granted a through route and joint rates, or a switching charge is absorbed as to it, that a like concession must be granted to every commodity within the territory covered by the special provisions. We cannot agree with such a contention. Commodities of marked similarity must be treated practically alike. Raw lumber and articles manufactured from raw lumber are, as a rule, quite dissimilar. In railroad tariffs structural steel has one rating, while structural steel partially prepared for some structure, takes a wholly different rating. Many elements enter into rate making and also into the establishment of through route and joint rates and the absorption of switching charges. It is common knowledge and certainly an historic fact that when the Great Northern Railway reached the Pacific Coast that the managers of that system sought to build up an extensive trade with the Orient. To do this it was necessary that commodities be procured from the middle west, the east and south, and that cars coming loaded to the Pacific Coast should be returned with cargoes. It was known that tonnage entering the United States from the Orient was not heavy. There was only one way in which freight cars in large numbers moving to the coast could be returned loaded to the east, and that was by the development of the

lumber business in western Washington. That this might be done various inducements were made. Practically all lumber plants were, regardless of their location, put on an equal basis, and the rates to and from all points "blanketed" as much as possible. Undoubtedly this resulted in a great benefit to the whole state, for it permitted, not only a wonderful development of its natural resources, but it made possible cheap low grade lumber, in the country west of the Rocky mountains and therefore increased its consumption. From that day to this lumber in its raw state has made up in western Washington the greatest tonnage for our railroads. As a rule, when in cars, it moves long distances and there is slight danger of injury or destruction in its shipment. It can be carried in almost any class of equipment and can be loaded to carrying capacity of cars. It is in all particulars a desirable freight and naturally some concessions are made to it. When these concessions are not unreasonable, the companies granting them cannot be said to discriminate in favor of one commodity as against another. We do not believe, therefore, that we would be justified in ordering the respondents, or some of them, to establish a through route and joint rate as to the product of the complainant's plant. It is a small plant and furnishes but a limited amount of freight to the respondents. Under the statute, before the Commission can order a through route and joint rate, it must find "that the public necessities and convenience demand it." Surely there is nothing in the evidence which tends to show that the public of necessity must have the output of complainant's plant or that the public will be inconvenienced thereby to such an extent as to demand a concession to the output of that plant. Nor do we feel ourselves at liberty to order any of the respondents to absorb a so-called switching charge, that the product of complainant's plant may, at a lower cost, reach consumers, for the Interstate Commerce Commission in re rates on hay to Chicago, Vol. 34, I. C. C. Reports, page 150, states:

"In *Board of Trade of Chicago v. A., T. & S. F. Ry. Co.*, 29 I. C. C., 438, it was held that the failure of five carriers to absorb the switching charges on grain delivered to Chicago industries off their lines, while absorbing such charges in the cases of other commodities, did not constitute unlawful discrimination."

Railroads have, and probably always will, compete for business and, thus far, they have never been denied the right to use the so-called switching charge, if reasonable in itself, in competition, as long as like commodities in a given field have been treated alike.

ORDER.

WHEREFORE IT IS ORDERED, That the complaint of complainant be, and the same hereby is, dismissed.

No. 1930.

In re application of Northern Pacific Railway Company for classification of the following described tracts as operating property:

A strip 20 feet wide by about 130 feet long on the Sly side of and adjoining 70 foot right of way of Northern Pacific Railway Company in SW $\frac{1}{4}$ of SW $\frac{1}{4}$ of section 7-28-6 E., containing .06 acres, more or less.

A strip 20 feet wide by about 310 feet long on the southerly side of and adjoining the 100 foot right of way of the Northern Pacific Railway Company in the SE $\frac{1}{4}$ of SE $\frac{1}{4}$ of section 12-28 N., 5 E., containing .15 acres, more or less.

A strip 20 feet wide by about 500 feet long on the southerly side of and adjoining the 100 foot right of way of Northern Pacific Railway Company in the SW $\frac{1}{4}$ of SE $\frac{1}{4}$ of Section 12-28 N., 5 E., containing .23 acres, more or less.

The character and use of the above described property having been investigated by the Commission, and the Commission having found that said property is used and useful in the operation of petitioner's railroad,

IT IS ORDERED, That the above described tracts be, and the same are, hereby classified as operating property.

No. 1932.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, A CORPORATION, AND GREAT NORTHERN RAILWAY COMPANY, A CORPORATION, *Respondents*.

Proceeding relating to reasonableness of switching rates at Spokane, Washington.

The Commission, having been advised by the Spokane Merchants Association that it is agreeable to the members of said association to permit the tariffs involved in the above entitled proceeding to remain in their present status upon condition that the dismissal of the above entitled action be made without prejudice,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed without prejudice.

No. 1958.

CITY FUEL COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Complaint relating to placing cars on "No Man's Spur" in Seattle, Washington.

It appearing to the Commission that the subject matter of the above entitled proceeding has been adjusted by respondent to the satisfaction of complainant,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 1972.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF TAYLOR & KEMP, PROPRIETORS OF THE PROSSER FLOURING MILL, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, AND CAMAS PRAIRIE RAILROAD COMPANY, *Respondents*.

This cause came on for hearing before the Public Service Commission of Washington at Olympia, Washington, on October 29, 1915, Chairman C. A. Reynolds and Commissioners Arthur A. Lewis and Frank R. Spinning being present. Complainant was represented by Mr. E. W. R. Taylor, a member of the firm of Taylor & Kemp. The Northern Pacific Railway Company and Camas Prairie Railroad Company were represented by Mr. L. B. da Ponte, their attorney; the Oregon-Washington Railroad & Navigation Company was represented by Mr. A. C. Spencer, its attorney; the Commission was represented by Mr. Scott Z. Henderson, Assistant Attorney General. Witnesses were sworn and examined and hearing concluded. The Commission having considered the evidence, and being fully advised in the premises, makes the following

FINDINGS OF FACT.

I

Complainants Taylor & Kemp are proprietors of a flour mill located at Prosser, in Benton county, Washington. The respondents are railway companies operating, controlling and managing railways in the state of Washington for the transportation of persons and property for the public for hire.

II

Complainants have owned and operated a flour mill at Prosser, Washington, for about twenty years last past. The capacity of said mill, when operated on full time, is approximately 190 barrels per day. This mill is located in the town of Prosser, and on Yakima river about one-fourth mile from the Northern Pacific station in said town. For the past eight or ten years complainants have manufactured flour from Turkey Red wheat. For several years last past they have used Turkey Red wheat almost exclusively, having advertised hard wheat flour and built up a substantial trade thereby. Throughout the grain growing districts of the state of Washington a large amount of Turkey Red wheat is produced, but only a limited portion of the Turkey Red wheat grown in the state contains such a percentage of wet gluten as is required for the production of a high grade flour. A limited quantity of Turkey Red wheat of the grade suitable for producing high grade flour is grown in the vicinity of Ritzville, and west of Ritzville along the line of the Northern Pacific Railway. Substantial quantities of high grade Turkey Red wheat are produced in the Eureka Flat district in Walla Walla county, in Adams, Franklin, Columbia and Garfield counties, and in that portion of Whitman county near or adjacent to the Snake river. In the Eureka Flat district in Walla Walla county, in

Adams, Franklin, and Columbia counties, the localities producing Turkey Red wheat are served by the lines of the Northern Pacific Railway Company and the Oregon-Washington Railroad & Navigation Company, with the result that part of such wheat produced in such localities is shipped over the Northern Pacific lines, and a substantial proportion thereof over the lines of the Oregon-Washington Railroad & Navigation Company, facilities for delivering such wheat to shipping points usually controlling the selection of points of shipment by the producers. The Turkey Red wheat grown in the southern part of Whitman county, in the district near or adjacent to Snake river, is shipped in part from the line of the Oregon-Washington Railroad & Navigation Company, traversing such district, and in part over the Camas Prairie Railroad. Complainants make some local shipments of flour and by-products to local points along the line of the Northern Pacific Railway Company for limited distances in either direction from Prosser, but the larger portion of the output of the mill is shipped to Puget Sound points. In the manufacture of flour and by-products complainants are in direct competition with flouring mills located at Kennewick, Ellensburg, Thorp and Coast points. Owing to the scarcity of Turkey Red wheat carrying a sufficiently high percentage of wet gluten to render such wheat available for manufacturing high grade flour, there exists sharp competition for such wheat between the various flour mills in the state. Operators of mills having access to all or a large portion of the several districts in which high grade Turkey Red wheat is grown, over the lines of the various railways serving such districts, enjoy a material advantage over a flour mill whose access to such districts is limited, and a flour mill having limited access to such districts, or which is restricted to the use of a part only of the railway lines serving such districts, is placed at a disadvantage and cannot successfully compete with other mills not so situated.

III

Prior to about August 5, 1912, the Northern Pacific Railway line alone traversed the district from Wallula, in Walla Walla county, westerly through Benton county and Yakima county, which line extended through to Seattle and to Tacoma, Washington, and maintained a connection with the line of the Oregon-Washington Railroad & Navigation Company at Wallula in Walla Walla county, and until about August 5, 1912, complainants' mill at Prosser was on an equal footing with the flouring mill located in North Yakima, (recently destroyed by fire) and the mills at Kennewick, Thorp, Ellensburg and coast points in respect to through rates and milling in transit privileges. About nine months prior to August 5, 1912, the Northern Pacific Railway Company and the Oregon-Washington Railroad & Navigation Company established joint rates with milling in transit privileges available to the mill at Prosser and other mills on the Northern Pacific Railway between Prosser and the coast, which joint rates, with milling in transit privileges, were continued in force until August 5, 1912. Under these joint rates with

milling in transit privileges complainants' mill at Prosser enjoyed access to the same districts, and over the same lines, as were available to its competitors. About August 5, 1912, the Oregon-Washington Railroad & Navigation Company completed the construction of a railway line extending from Wallula, Walla Walla county, northwesterly through Attalia and Burbank in Walla Walla county, and Kennewick in Benton county, Grandview in Yakima county, and to North Yakima in Yakima county, at which last named point connection was made with the Northern Pacific Railway line. The line so constructed by the Oregon-Washington Railroad & Navigation Company practically paralleled the Northern Pacific Railway between the points named, but did not enter Prosser, in Benton county.

The Oregon-Washington Railroad & Navigation Company's line was located, and is now maintained, on the north side of the Yakima river, at a distance of approximately one and one-half miles from the town of Prosser, and something over one and one-half miles from the Northern Pacific Railway Company's station in Prosser. A station was located on the line of the Oregon-Washington Railroad & Navigation Company approximately one and one-half miles north of Prosser, which station is known as North Prosser. Complainants' mill is located about one-fourth mile from the Northern Pacific Company's station in Prosser, and approximately one and one-half miles from the Oregon-Washington Railroad & Navigation Company's station in North Prosser. On August 5, 1912, the Oregon-Washington Railroad & Navigation Company cancelled the joint rates with milling in transit privilege theretofore established in connection with the Northern Pacific Railway Company from points on the lines of the Oregon-Washington Railroad & Navigation Company east of Wallula, Walla Walla county, via Wallula on Northern Pacific Railway through Prosser and to points west of Prosser, including Seattle and Tacoma and other coast points, and, in connection with the Northern Pacific Railway Company, established joint rates from points on the Oregon-Washington Railroad & Navigation Company's lines east of Attalia, Walla Walla county via Oregon-Washington Railroad & Navigation Company's line to North Yakima, and via Northern Pacific Railway Company's line from North Yakima to points of destination west thereof, with milling in transit privilege on grain at North Yakima and points on the Northern Pacific Railway Company's line between North Yakima and points of destination west thereof, and directly intermediate, the effect of which was to deprive complainants' mill at Prosser of joint rates, with milling in transit privileges at Prosser, from points on the lines of the Oregon-Washington Railroad & Navigation Company east of Wallula, Walla Walla county, while permitting complainants' competitors at North Yakima, Ellensburg, Thorp and other points to continue receiving the benefit of such joint rates with milling in transit privilege, thereby depriving complainants of access to the several districts hereinbefore described in which high grade Turkey Red wheat is produced, in so far as such

access depended upon transportation of grain on any of the lines of the Oregon-Washington Railroad & Navigation Company serving such districts, or either of them, without restricting complainant's competitors in that respect, giving complainants' competitors a material advantage over complainants in the competition in which they were engaged, and placing complainants at a distinct disadvantage in regard thereto.

IV

In receiving and delivering grain and grain products from and to the Northern Pacific Railway Company's line in Prosser, complainants are required to wagon-haul such grain and products between the Northern Pacific Railway Company's station and complainants' flour mill, a distance of one-fourth mile, at a cost of 20c per ton. In receiving and delivering grain and grain products from and to the Oregon-Washington Railroad & Navigation Company's line at North Prosser complainants are required to wagon-haul such grain and grain products between complainants' mill in Prosser and the Oregon-Washington Railroad & Navigation Company's station in North Prosser, a distance of approximately 1½ miles, at a cost of 50c per ton. The distance between complainants' mill in Prosser and the Oregon-Washington Railroad & Navigation Company's station in North Prosser practically deprives the complainants of all benefit which might otherwise result to complainants through the maintenance and operation of the Oregon-Washington Railroad & Navigation Company's line.

Prosser is a town of from 1,200 to 1,400 inhabitants. Drayage facilities to the extent such facilities are maintained in the large cities of the state are not available. Loading out carload shipments from the Prosser Mill to the North Prosser station requires considerable more time than loading out shipments from the railway station in Prosser. The same is true as to the difference in time required in unloading cars received at North Prosser and at Prosser. During the fall, winter and spring seasons road conditions add to the delay in forwarding or receiving such shipments via North Prosser.

The additional time required for loading out or receiving shipments at North Prosser, the inconvenience to the patron and the additional expense caused thereby, are such that the existing through route via North Prosser is of no practical benefit to the town of Prosser or the Prosser mill, and the cost of handling shipments over such route is prohibitive.

V

The local rates on grain, flour and mill feed from points in Washington on the line of the Oregon-Washington Railroad & Navigation Company and the Camas Prairie Railroad Company east of the Columbia river to destination at Seattle and Tacoma and intermediate points on the line of the Northern Pacific Railway Company, taking the same rates, when applied to through shipments milled in transit at Prosser are approximately 70 per cent higher than the joint rates established

by respondents between the same points over existing through route. Such local rates, when applied to such through shipments, are more than the service is worth and are prohibitive.

VI

The Commission finds, concludes and is of the opinion that the through route from points on the Oregon-Washington Railroad & Navigation Company's lines and the line of the Camas Prairie Railroad Company in Washington east of the Columbia river via the Oregon-Washington Railroad & Navigation Company's line from Attalia to North Yakima, and via Northern Pacific Railway Company's line from North Yakima to Seattle and Tacoma and intermediate points, with or without milling in transit privilege at North Prosser, is not a satisfactory through route, and that no satisfactory through route or joint rate exists between such points in Washington on the line of the Oregon-Washington Railroad & Navigation Company or the line of the Camas Prairie Railroad Company east of the Columbia river, via the town of Prosser, to Seattle or Tacoma or intermediate points in Washington west of the town of Prosser on the Northern Pacific Railway line; and that the local rates and charges enforced over the lines of respondents between the points described via Prosser are unjust, unreasonable and excessive when applied to through shipments of grain, flour and mill feed milled in transit at Prosser.

VII

The maintenance of satisfactory through routes and joint rates, with milling in transit privileges, develops milling industries at interior points in the state where available water power sites may be utilized, and the needs of such communities may be economically and properly supplied without backhauling flour and other mill products from distant terminals; such routes, rates and privileges prevent the centralization of milling industries at terminal points where mill sites, power and other requirements are more expensive than at interior points, and also tend to prevent the concentration of population at terminal points, to the detriment of the state at large.

When satisfactory through routes and joint rates with milling in transit privileges are provided for the interior mills engaged in competition with the Prosser mill, a satisfactory through route, joint rates and milling in transit privilege should be provided for the Prosser mill. Otherwise undue and unreasonable preference and disadvantage will be given some localities of the state and persons and corporations operating flour mills thereat, to the detriment and undue and unreasonable prejudice and disadvantage of the town of Prosser and complainant.

The Commission finds, concludes and is of the opinion that the public necessities and convenience demand the establishment of a through route and joint rate on grain, flour and mill feed from all points in Washington on the lines of the Oregon-Washington Railroad

& Navigation Company in Adams, Franklin, Walla Walla, Columbia and Garfield counties and all points in Washington on the last named company's line in Whitman county, south and west of Winona and on the line extending from Winona easterly through Colfax and Pullman to the Washington and Idaho boundary line, via Oregon-Washington Railroad & Navigation Company's lines, Wallula, Washington and Northern Pacific Railway and from all points in Washington on the Camas Prairie Railroad, via Camas Prairie Railroad, Riparia, Washington, Oregon-Washington Railroad & Navigation Company's line, Wallula, Washington, and Northern Pacific Railway, to Seattle and Tacoma, Washington and intermediate points taking the same rate, and that milling in transit be permitted at Prosser when the product is destined Seattle or Tacoma, Washington, or intermediate points taking the same rate, subject to transit privilege charge.

VIII

Respondents maintain service facilities for interchange of cars at Riparia and Wallula, Washington.

OPINION.

Respondents contend that there exists a satisfactory through route and joint rate, and that the Oregon-Washington Railroad & Navigation Company cannot be required to establish a through route in connection with the Northern Pacific Railway Company via Kennewick, Attalia or Wallula and via Northern Pacific Railway from either of such points to Seattle or Tacoma or intermediate points carrying the same rate, because such route would deprive the Oregon-Washington Railroad & Navigation Company of the haul on its line from Attalia to North Yakima.

The first contention raises the question: What is a satisfactory through route?

The Public Service Commission law provides that every common carrier shall furnish adequate and sufficient service facilities to enable it to promptly and expeditiously receive, transport and deliver property and to promote the convenience of its patrons. The law also provides that all persons receiving cars for loading shall promptly and expeditiously load the same, and that all persons receiving property shall promptly and expeditiously receive and remove the same from the cars.

These factors in transportation of property are of such recognized importance that they have become prominent subjects of regulation.

In determining whether the existing through route is a "satisfactory through route" the subjects just referred to should receive consideration.

The existing through route does not enable the carriers to receive or deliver property as promptly and expeditiously, or to promote the convenience of their patrons as well as may be reasonably required of the service facilities of these carriers forming the proposed route. The existing route does not enable shippers located at Prosser, receiving

cars for loading, to load the same as promptly and expeditiously as such shippers may load cars received over the proposed route, nor does the existing through route enable shippers located in Prosser, receiving property over such route at North Prosser, to remove such property from cars at North Prosser as promptly and expeditiously as when receiving property at Prosser over the proposed route.

The inconvenience of the patron and the delay in loading and unloading cars at North Prosser caused by the additional wagon haul of at least one and a quarter miles makes the existing through route an unsatisfactory through route.

Furthermore, the expense of wagon hauling grain, flour and mill feed between North Prosser and Prosser, amounting to 50c per ton each way and increasing the transportation cost by more than 60c per ton on flour and mill feed manufactured at Prosser from grain received at North Prosser and reshipped under the transit privilege, above the transportation cost by the proposed through route, is an unnecessary expense and an economical waste, and is another factor which makes the existing through route an unsatisfactory through route within the meaning of the statute. Although rates may not be adjusted to equalize differences in relative locations of shippers, this additional transportation expense and unnecessary waste is a proper and material factor to be considered in determining whether or not the existing through route is a satisfactory through route; otherwise a through route passing shippers at a distance of 3, 5 or 10 miles could be successfully defended as a satisfactory through route, notwithstanding the presence of service facilities suitable for forming a through route passing directly through the town in which such shippers may be located, as the Northern Pacific Railway line in this instance passes directly through the town of Prosser.

Other factors for consideration in determining whether or not a through route is a satisfactory through route for transportation of property are:

A difference in distance on the existing route and the proposed route.

A difference in cost of transportation over such routes.

These factors are not present in this case in so far as the rail haul is concerned, but the delay in loading and unloading cars, resulting from the extra wagon haul, equals a material difference in distance on the rail haul, while the difference in transportation cost resulting from the same cause, is equivalent to a substantial difference in rail rates.

All of the factors here considered are subjects of public service regulation and affect the public necessities and convenience.

The public necessities and convenience demand the re-establishment of the old through route with milling in transit privileges, for the reason that with a satisfactory through route and transit privileges grain may be milled at interior points in the state and flour, bran;

shorts, chopped and rolled feed and other mill products economically supplied to the various interior communities.

If the carriers are permitted to injure or destroy the milling business in one locality by denying satisfactory through route with transit privileges, such carriers may, on the same principle, and by the same method, injure or destroy milling industries at other interior points. The large flour mills at Spokane are dependent upon the maintenance of satisfactory through routes with transit privileges just the same as are flour mills located at Harrington, Wenatchee, Palouse, Walla Walla, Ellensburg, Prosser and other interior points. Without such through routes and transit privileges none of the interior mills could continue operation because a large proportion of their products are manufactured from grain milled in transit and then shipped to Puget Sound points or Portland and sold in competition with mills manufacturing products from grain shipped from interior points on terminal rates. Should the interior mills be deprived of satisfactory through routes with transit privileges they would be driven to terminal points in order to secure rates which would enable them to compete with the tide water mills with the result that the flour, bran and other grain products consumed at interior points would be back hauled with additional freight charges imposed, while the many water power sites now utilized by flour mills in the interior could not be used for milling purposes.

The Interstate Commerce Commission in *The Transit Case*, 24 I. C. C. 340, said:

"The business man who employs the transit privilege looks upon it as a useful and in many cases as an exceedingly profitable practice. Indeed, we recognize that in most instances transit is now a commercial necessity, because of its almost universal application and on account of the development which certain lines of business have taken entailing heavy investments."

Since section 15 of the act to regulate commerce was amended so as to confer upon the Interstate Commerce Commission authority to determine and prescribe what individual or joint regulations or practices, as well as rates and charges, should be observed and followed (substantially as provided in section 53 of our Public Service Commission law) the Interstate Commerce Commission has repeatedly required carriers to establish through routes and joint rates and to extend milling in transit privileges, holding that the practice of milling in transit affects the rate and is a practice which the commission is authorized to require and to regulate.

See *In re Transportation of Wool, Hides and Pelts*, 23 I. C. C., page 15;

The Transit Case, 24 I. C. C., page 344;

Spiegels v. S. R. Y. Co., 25 I. C. C., page 71;

In re Transportation of Wool, Hides and Pelts, 25 I. C. C., page 675 (second hearing);

Central Commerce Co. v. Louisville and Nashville Railway Co., 27 I. C. C., page 114.

The principle observed by the Interstate Commerce Commission in the cases just cited has been recognized and followed by the supreme court of the United States in at least one instance.

See *Atchison Railway Co. v. United States*, 232 U. S. 218.

The second proposition urged by the Oregon-Washington Railroad & Navigation Company is: The Commission may not require the re-establishment of the old through route because such through route would deprive the Oregon-Washington Railroad & Navigation Company of the haul from Attalia to North Yakima on wheat milled in transit by the Prosser mill.

The re-establishment of the old through route is necessary in order to avoid the injustice of placing a locality or shipper at a material disadvantage in respect to other localities or competing shippers by requiring such locality or shipper to use a route which entails the delay, inconvenience and additional expense shown in this case and to deny such locality or shipper a more convenient, expeditious and economical route for the sole purpose of allowing a carrier to secure a longer haul than it would otherwise. It is not intended that the old through route be re-established for all shipments of grain, flour or mill feed, but for such of those commodities only as may be milled in transit at Prosser.

Because of prohibitive expense, delay and inconvenience attendant upon the use of the existing through route, the Prosser mill cannot, in the ordinary course of business, take advantage thereof. Consequently the re-establishment of the old through route will not divert from the Oregon-Washington Railroad & Navigation Company's line between Attalia and North Yakima, business which otherwise would move over that line, so that respondent's plea that the order prayed for will, if made effective, deprive it of its property, is without foundation.

The Commission does not consider that this contention would be tenable even if the Oregon-Washington Railroad & Navigation Company should, through the re-establishment of the old through route, fail to control the routing of freight originating on its line and thereby secure a shorter haul than it would otherwise.

The law does not recognize the claim by a carrier of the right to control the routing of freight originating on its lines any more than it recognized the right in a carrier to control the routing of a passenger who commences a journey at a non-competitive point on its line.

Section 57 of chapter 117 of the Laws of 1911 provides in substance, that when the Commission shall be of opinion, after hearing, etc., that no satisfactory through route or joint rate exists between any two points on two or more railways in the state and the public necessities and convenience demand the establishment of a through route and a joint rate between such points, the Commission may order such railways to establish such through route and may establish and fix a joint rate, etc.

The foregoing provisions contain the only authority recognized by the law, under which a carrier may control, directly or indirectly, the routing of freight or passengers, whether originating on its line or not.

If a satisfactory through route between two such points exists, the carriers may not be required to establish another through route between the same points, but if no satisfactory through route exists and the public necessities and convenience demand the establishment of a through route and joint rate, the desire of the carrier to control the routing of passengers or freight must yield to the public necessities and convenience even if the establishment of a satisfactory through route results in preventing passengers or freight moving over a portion of the line of one of such carriers which would be used if such passengers or freight were confined to the through route found to be unsatisfactory.

Section 57, *supra*, contains no provision whereby the interest of a carrier in securing a long haul is made paramount to the public necessities and convenience and we do not believe that such a provision may or should be read into the statute.

The Interstate Commerce Commission in the case of *Toledo Produce Exchange v. A. A. R. Co.*, 27 I. C. C., page 43, said:

"As a matter of everyday fairness a carrier should not be needlessly deprived of traffic which it originates. However, this doctrine can be carried too far. It is sometimes urged with a persistence and dogmatic intolerance suggestive of an attempt to apply the feudal theory to modern transportation. As we have said before, we fully recognize the right of the carrier to get the long haul out of the traffic which it originates; but the right is strictly subordinate to the public interest, and when its assertion results in unreasonable and unjust rates or restrictions on the conduct of business it cannot be approved."

To allow the Oregon-Washington Railroad & Navigation Company the longest possible haul in this case would impose upon the Prosser mill unnecessary inconvenience, delay and expense, and place such mill and the town of Prosser, a water power milling point, at an undue disadvantage in respect to competition with mills located at other interior points and terminal points in the state. As hereinbefore shown, the public necessities and convenience require the maintenance of milling industries at interior points, particularly where water power is available and we believe that the interest of the carriers in securing the long haul is subordinate to the public necessities and convenience and must yield to the public interest.

WHEREFORE, IT IS ORDERED, That respondents establish a through route for the transportation of grain, flour and mill feed to be milled at Prosser, Washington, from all points in Washington on the Oregon-Washington Railroad & Navigation Company's lines in Adams, Franklin, Columbia, Garfield and Walla Walla counties and in Whitman county south and west of Winona and on the line from Winona through Colfax and Pullman to the Washington and Idaho boundary line, via Oregon-Washington Railroad & Navigation Company's lines, Wallula, Washington, and Northern Pacific Railway and from all points on the Camas Prairie Railroad, via Camas Prairie Railroad, Riparia, Washington, Oregon-Washington Railroad & Navigation Company's line, Wal-

lula, Washington, and Northern Pacific Railway, to Seattle and Tacoma, Washington, and intermediate points taking the same rate, with milling in transit privileges at Prosser, Washington, subject to milling in transit charge.

IT IS FURTHER ORDERED, That respondents establish joint rates on grain, flour and mill feed for application over the through routes herein ordered established. This order shall become effective at the expiration of thirty days from date of service hereof.

No. 1980.

THE TRANSPORTATION BUREAU OF THE NEW SEATTLE CHAMBER OF COMMERCE, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY ET AL., *Respondents*.

Complaint relating to rates on salt from Seattle, Tacoma and Everett, to interior points in Washington.

It appearing to the Commission that the subject-matter of the above entitled cause has been adjusted by respondents to the satisfaction of the complainant,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 1985.

HILL LOGGING COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY. *Respondent*.

FINDINGS OF FACT AND ORDER.

This cause came on for hearing at Seattle, Wash., on Wednesday, February the 16th, 1916, at ten o'clock a. m., in the assembly room of the Chamber of Commerce, there being present Chairman Chas. A. Reynolds, and Commissioners Arthur A. Lewis and Frank R. Spinning, the complainant being represented by Mr. Walter Metzenbaum, its attorney, and respondent by Mr. J. W. Quick, its attorney; at which time testimony was taken and exhibits filed covering the matter complained of.

The complainant in petition duly filed alleges that on certain carloads of logs the rates applying to boom sticks were charged, but that the shipment properly consisted of *saw logs*, and was entitled to rates specified in respondent's tariff for the movement of saw logs, and asks for reparation in the sum of \$49.05, such sum being the difference between the rates as charged for boom sticks, and the amount that would have accrued had the shipment been charged the rates applying on saw logs, as provided for in the tariffs of the respondent on file with this Commission.

And the Commission having fully considered the evidence, and being advised in the premises, makes the following

FINDINGS OF FACT.

I

The tariffs of the respondent provide for rates on saw logs, and also for rates on piles, poles, boom sticks and long timbers, the latter rates being uniformly in excess of the rates provided for saw logs.

II

From the testimony it appears that the shipment consisted of logs that were to be used as boom sticks, but that they were not *finished* boom sticks at the time of movement. It is not as a rule customary nor practicable to finish boom sticks ready for the chains at point of shipment; and such finishing process is only completed after the logs have been placed in the water.

III

The logs involved in this complaint consisted of pieces varying in length from sixty-six to sixty-eight feet, with a diameter of from fifteen to eighteen inches at the top; and at least a portion of the shipment was rejected on account of not being up to size and specifications contained in the order; therefore, at least a portion of the shipment must have been under fifteen inches in diameter, and sticks of such given dimensions can be used for either piling or boom sticks.

IV

No evidence was submitted showing that the shipment in question was actually saw logs and passed through the mill as saw logs.

V

The Commission is therefore of the opinion that the rate as charged for boom sticks on this shipment was properly assessed according to the tariffs of the respondent;

THEREFORE, IT IS BY THE COMMISSION ORDERED, That this case be and the same is hereby dismissed.

No. 1990.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF E. J. STRELAU, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Defendant*.

FINDINGS OF FACT AND ORDER.

This cause came on for hearing before the Public Service Commission of Washington, on the 31st day of December, 1915, at Olympia, Wash.; there being present Chairman Chas. A. Reynolds, and Commissioners Arthur A. Lewis and Frank R. Spinning; the complainant being present in person, and the defendant being represented by its attorney, Mr. J. W. Quick, at which time and place testimony was taken and exhibits filed.

In this case the basis of complaint is that discrimination exists in freight rates on hay and potatoes in carload lots, in the existing rates between points on the Naches branch of the Northern Pacific Railway as compared with rates on the same commodities from points on the Sunnyside branch of the Northern Pacific Railway, to Seattle and Tacoma, the complainant alleging that discrimination exists against points on the Naches branch by reason of the fact that such points are approximately twenty-eight miles nearer to the markets of Seattle and Tacoma than are points on the Sunnyside branch, and that the rates are approximately one and one-half cents higher on hay, and three cents higher on potatoes per 100 pounds from the Naches branch than from the Sunnyside branch. No question is raised as to the reasonableness of the rates, but complaint is based solely upon the ground of discrimination, and that such discrimination is unreasonable, due to the fact that distances between points of shipment and the markets are as stated above.

The Commission having considered the evidence and being fully advised in the premises, makes the following

FINDINGS OF FACT.

I

That the Northern Pacific Railway Company has a branch line extending from Sunnyside Junction to Grandview, a distance of 19.6 miles; that the distance from North Yakima to Sunnyside Junction is 22.4 miles; that the distance from Grandview to North Yakima is 42 miles; that 19.6 miles of this distance is a branch line haul.

II

That the Northern Pacific Railway Company has a branch line extending in a westerly direction from North Yakima to Naches, a distance of 13.6 miles.

III

That the Northern Pacific Railway Company in its tariff on file with the Commission names a rate on hay in carload lots of eleven and three-quarters cents per hundred pounds from Grandview to Seattle and Tacoma, and on potatoes a rate of thirteen cents per one hundred pounds in carload lots from Grandview to Seattle or Tacoma.

IV

That the carload rates from Naches to Seattle and Tacoma on hay and potatoes are thirteen cents and sixteen cents, respectively.

V

That the line of the Oregon-Washington Railroad & Navigation Company was extended from Attalia, Washington, to North Yakima, Washington, in a westerly direction from its Portland-Spokane main line during the month of March, 1911, and that such Attalia-North Yakima line parallels the Sunnyside branch, and the main line of the

Northern Pacific Railway about midway between the two from Grandview westerly to Granger, approximately fourteen miles.

VI

That prior to the completion of the Oregon-Washington Railroad & Navigation Company's line (the Attalia-North Yakima line), rates on hay and potatoes in carload lots from Grandview to Seattle were thirteen and one-half cents and fourteen and one-half cents, respectively.

VII

That prior to the construction of the Attalia-North Yakima line the Oregon-Washington Railroad & Navigation Company's rates on hay and potatoes, from Mabton, on the main line of the Northern Pacific Railway opposite Grandview, were eleven and three-quarters cents and thirteen cents, respectively; that effective March, 1911, the rates on hay and potatoes from Grandview to Seattle and Tacoma were reduced by the Northern Pacific Railway Company to twelve and three-quarters cents and fourteen cents, respectively; that effective December 29, 1911, said rates were further reduced by the Northern Pacific Railway Company to eleven and three-quarters cents and thirteen cents, respectively.

VIII

That effective July 10, 1914, the Northern Pacific Railway Company reduced the rates on hay and potatoes from Naches to Seattle and Tacoma, from fourteen and three-quarters cents and eighteen cents, to thirteen and sixteen cents, respectively.

IX

That prior to the operation of the Oregon-Washington Railroad & Navigation Company's line between the Sunnyside branch and the main line of the Northern Pacific Railway, the rates on the Sunnyside branch of the Northern Pacific Railway to Seattle and Tacoma were higher than from points equi-distant and opposite on the main line; that shortly after the advent of the Oregon-Washington Railroad & Navigation Company's line, the Northern Pacific Railway Company was compelled to join the Oregon-Washington Railroad & Navigation Company in naming rates to Seattle and Tacoma from points on the Oregon-Washington Railroad & Navigation Company's line, Grandview to Granger, inclusive, on the same basis as was in effect on the main line of the Northern Pacific Railway in order to prevent tonnage being diverted from the main line of the Northern Pacific Railway serving the same territory to the markets of Portland, Ore., and thus depriving the Northern Pacific Railway of any of the haul. (See testimony of S. J. Henry, page 20.)

X

That the Oregon-Washington Railroad & Navigation Company was compelled, by the proximity of the main line of the Northern Pacific Railway, to name the same rates on hay and potatoes as was named by the Northern Pacific Railway Company from such main line points,

and thus in turn the Northern Pacific Railway Company was required to maintain approximately the same rates from points on its Sunnyside branch as are named on its main line to Seattle and Tacoma, the distance at no point being greater than five miles between the Sunnyside branch of the Northern Pacific Railway and the main line of the Oregon-Washington Railroad & Navigation Company; so that if any difference in rates was established the effect would be to divert traffic to the line having the lower rate, to the manifest injury of the other line.

XI

That no such competitive conditions exist with respect to points located on the Naches branch of the Northern Pacific Railway, and, while as a general rule the rates for a greater distance should not be less than for a shorter distance, in the case under consideration the difference in rates is not unjust or unreasonably discriminatory.

XII

That comparison cannot properly be made between two rates where one is compelled by competition and the other is not, and that in this cause no question is raised as to the reasonableness of the rates, either from Grandview or Naches.

THEREFORE, Based on the above findings, and, inasmuch as the reasonableness of the Naches rates is not before the Commission in this cause, the Commission concludes that undue or unreasonable discrimination has not been shown to exist.

THEREFORE, In view of the above findings and conclusions, it is by the Commission

ORDERED, That this cause be and is hereby dismissed.

No. 1993.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF EVERETT COMMERCIAL CLUB, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Complaint relating to L. C. L. rates, Vancouver, Washington, to Everett, Washington.

The complainant having consented to the dismissal of the above entitled proceeding,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 1994.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF EVERETT COMMERCIAL CLUB, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Complaint relating to fourth class C. L. and L. C. L. rates, from Hoquiam, Washington, to Everett, Washington.

The complainant having consented to the dismissal of the above entitled proceeding,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 1995.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF EVERETT COMMERCIAL CLUB, *Complainants*, v. GREAT NORTHERN EXPRESS COMPANY, *Respondent*.

Complaint relating to express rates on fruit and vegetables from Wenatchee to Everett, Washington.

It appearing that the subject-matter of the above entitled proceeding has been adjusted by the respondent in a manner satisfactory to the complainant, and that complainant has requested dismissal of this proceeding.

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 1996.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF EVERETT COMMERCIAL CLUB, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Complaint relating to freight rates on fruit and vegetables from Wenatchee to Everett, Washington.

The complainant having consented to the dismissal of the above entitled proceeding,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 1997.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF EVERETT COMMERCIAL CLUB, INC., *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY, *Respondent*.

Complaint relating to freight rates on canned milk from Monroe, East Stanwood, Mount Vernon, Kent and Auburn to Everett.

It appearing to the Commission that the subject-matter of the above entitled action has been satisfactorily adjusted,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 4035.

THE MERCHANTS' EXCHANGE OF SEATTLE, WASHINGTON, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, HARTFORD EASTERN RAILWAY COMPANY, PACIFIC NORTHWEST TRACTION COMPANY, GREAT NORTHERN RAILWAY COMPANY, SPOKANE & INLAND EMPIRE RAILROAD COMPANY, SPOKANE INTERNATIONAL RAILWAY COMPANY, COLUMBIA & PUGET SOUND RAILWAY COMPANY, CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY, OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, IDAHO & WASHINGTON NORTHERN RAILROAD COMPANY, CAMAS PRAIRIE RAILROAD COMPANY AND OREGON TRUNK RAILWAY COMPANY, *Respondents*.

OPINION.

This proceeding involves the reasonableness of proposed increase of minimum loading weight for carload shipments of flour and mill products consisting of twenty-six articles manufactured from alfalfa, barley, beets, corn, clover, wheat, buckwheat, potatoes, oats and rye. The present minimum loading weight for carload shipments of the articles referred to is 15 tons. Respondents propose to increase such minimum to 20 tons.

For several years prior to October, 1902, the minimum loading weight for carload shipments of grain, as well as shipments of flour and mill products, was ten tons. In October, 1902, the rail carriers then engaged in business in this state increased the minimum loading weight for carload shipments of flour and mill products to twelve tons and, at the same time, inaugurated a graduated scale of minima for carload shipments of grain, based on the marked capacity of the cars ordered. The twelve-ton minimum remained in effect for a period of about eight years. In December, 1910, the carriers increased the minimum to 15 tons, which minimum was permitted by the carriers to remain in effect for a period of about six years. In January, 1916, respondents filed supplements to their several tariffs increasing the minimum from 15 tons to 20 tons. These supplements were suspended by the Commission.

It is a matter of common knowledge that the agricultural and industrial development of the state was proportionately greater during the six or eight years which immediately preceded the two-ton advance in 1902 and the eight years which immediately preceded the three-ton advance in 1910, than during the six years which preceded the advance of five tons proposed in January, 1916. The increase of the minimum by two tons made in 1902, and the increase of three tons made in 1910, were apparently justified by the state of development in 1902 and 1910, and we believe that the present state of development now justifies an increase of three tons at this time. We do not believe that the minimum loading weight can be increased five tons at this time with substantial justice to the many small village or country merchants, for the reason that market conditions with which these shippers have to con-

tend limit the quantity of flour or mill feed which may be handled by them without the imposition of a practical hardship on them.

The evidence shows that the average village or country merchant who can handle 15 tons of flour or 15 tons of mill feed has, by reason of the incomplete development of the various localities in which such merchants are engaged in business, serious difficulty in turning over that quantity within a reasonable period and therefore is hard pressed in financing or securing credit for transacting that particular branch of his business. A 15-ton carload of flour is worth at least \$600. An increase of five tons in the minimum would require the purchase of 20 tons of flour having a value of not less than \$800. A 15-ton carload of mill feed is worth from \$450 to \$500. An increase of five tons in the minimum would require the purchase of a 20-ton carload, having a value of not less than from \$500 to \$550. From thirty to forty days are required by the average village or country merchant for disposing of a carload of flour or a carload of mill feed and, under the system of credits generally in effect throughout the state, considerably more time is required for liquidating the investment or credit involved.

It has been suggested by the carriers that a merchant whose locality is unable to consume a 20-ton shipment within a reasonable period, could ship 15 tons and pay the freight on the basis of the 20-ton minimum without increasing the total cost of the carload shipment more than one or two per cent. This method of doing business would increase the freight charges 33 1-3 per cent on a 15-ton shipment, which would have the same effect as an actual discrimination in freight rates favoring the larger shipper to the prejudice and disadvantage of the smaller shipper. There are many localities in the state where the retail business is conducted by two or three merchants, one of whom may have the larger proportion of the trade and is thereby enabled to handle 20-ton shipments, while the smaller merchant is unable to handle such large shipments. For the smaller merchant to adopt the suggestion made by the carriers and to ship 15 tons, paying freight on 20 tons, would place him at such a disadvantage that the chances for success would be very much against him.

The evidence produced by the shippers relating to the state of development of the rural localities in the state served by the small retailers and the consequent limitations on the quantity of the commodities involved, which it is practicable for such dealers to handle, was undoubtedly offered in the best of faith and is entitled to full weight, although on first impression such evidence seems to be strongly controverted by the evidence produced by the carriers relating to actual shipments made during various periods. Careful analysis of these statements has convinced us that there is no real discrepancy between the evidence offered by the shippers and the evidence produced by the carriers. The Chicago, Milwaukee & St. Paul Railway Company showed that during the year 1915, 34 cars of flour and feed were shipped over its line from Seattle to Enumclaw. Nine cars were loaded above 40,000

pounds. Twelve cars were loaded below 35,000 pounds. Four cars were loaded to, or below, 30,000 pounds. It was not shown whether there was one or were several retailers of these commodities engaged in business in Enumclaw during that period. Neither was it shown that Enumclaw was fairly representative of the many small communities throughout the state served by local dealers.

The Great Northern Railway Company showed that, during a period of six months 1,704 carloads of flour and mill feed moved over its lines between points in the state; that such cars were loaded on the average to 42,746 pounds per car and that about 10 per cent of such cars were loaded as low as 30,000 pounds per car. We understand that the 1,704 cars referred to included shipments from mills in eastern Washington to terminal points, as well as from mills or jobbers to dealers in the various large and small communities in the state.

The Oregon-Washington Railroad & Navigation Company submitted a statement which we believe is more nearly representative of shipments to local dealers in village or country communities than are the statements submitted by the other carriers. This statement showed that 233 cars of flour and feed were shipped over this company's lines to small towns in the state, between July and December, 1915, and that they were loaded as follows:

24 cars loaded to or under.....	30,000 pounds
105 cars loaded from ..	30,000 to 35,000 pounds
37 cars loaded from ..	35,000 to 40,000 pounds
44 cars loaded from ..	40,000 to 50,000 pounds
23 cars loaded from ..	50,000 up

It appears that out of 233 cars, 129 cars were loaded to or under 35,000 pounds, while 24 of the 129 cars were loaded to or under 30,000 pounds. The standard equipment of the Oregon-Washington Railroad & Navigation Company consists of cars having a capacity of 100,000 pounds. In view of the unusually large capacity of the equipment of this line, it is interesting to note that only 23 cars out of 233 cars were loaded to 50,000 pounds or up, that is, that less than 10 per cent of the total number of cars included in the statement were loaded to, or above 50 per cent capacity. From this statement it seems to be clear that the capacity of the equipment of the Oregon-Washington Railroad & Navigation Company is considerably in advance of the development of the state in so far as such development affects the flour and mill feed distributive business. For the sake of standardization of equipment this company may be fully justified in providing equipment of this capacity in so far as its interests alone are concerned, as it may be that many classes of commodities and the movements of such commodities may be handled by exporters, jobbers and other large shippers in such quantity as to permit an average loading, considerably in excess of 50 per cent of the capacity of equipment; yet standardization of equipment does not constitute a reason why the particular class of distributive business

affected by the proposed increase should be subjected to practical hardship.

We believe that the showing made by the Oregon-Washington Railroad & Navigation Company corroborates the evidence offered by the shippers.

We have no doubt that an increase of three tons in the minimum will inconvenience the small locality merchants to no inconsiderable degree. On the other hand the continuous increase in the volume of traffic resulting from the development of the state has been naturally and properly accompanied by an increase in the capacity of cars provided by the carriers. In order that development of resources of the state may not be retarded, the shippers and carriers should give and take in their efforts to facilitate the readjustments required by this development, particularly in cases like this where it is impracticable to measure precisely the obligation of the one or the ability of the other.

We are entirely in accord with the reasoning of the Interstate Commerce Commission set forth in its opinion in the proceeding entitled: "In re Transportation of Wool, Hides and Pelts," 23 I. C. C. 151, wherein, on pages 166-167, Chairman Prouty said:

"It needs no argument to show that transportation should be conducted at the smallest expense possible. Finally, there must come to be an intimate relation between the actual cost of transportation and the rate paid by the public, and every economy ought finally to rebound to the mutual advantage of the railway and the shipper. It is equally axiomatic that the cost of the carriage is decreased in proportion as the car loading can be increased, and therefore, that, ordinarily, shippers should be required to load as heavily as can be practically done."

The mere convenience of merchants should not be permitted to determine whether the economy in transportation proposed by the carriers is to be adopted or rejected.

The economy which results from loading cars as heavily as practicable must in time be reflected in freight rates. While there are many merchants in the state whose convenience would be served by retaining the low minimum, there are hundreds of consumers of commodities transported on the railroads to one of these merchants. These consumers ultimately pay the freight and they are affected in the same manner as are the carriers—beneficially, when transportation is conducted economically, and injuriously, when cars are loaded to half or less than half capacity. These consumers should not carry an unnecessary burden solely for the convenience of others.

Hence we believe that the minimum loading weight should be increased from time to time and as much each time as the industrial and agricultural development then existing will permit, without imposing a "practical hardship" (using the words of Chairman Prouty appearing

in a similar connection on page 165 of the report above referred to) on shippers, whether they be large shippers or small shippers.

According due consideration to these principles, we have arrived at the conclusion that the minimum under consideration should now be advanced three tons above the existing minimum. An advance of three tons above the existing minimum, at this time, we believe, agrees with the advances by the carriers heretofore. In 1902, after maintaining a minimum of ten tons for a considerable length of time, the carriers advanced the minimum two tons. In 1910, after maintaining the 12-ton minimum for about eight years the carriers advanced the minimum three tons. In January of this year after permitting the 15-ton minimum to stand for about six years, the carriers decided to advance the minimum five tons. We do not believe that a five-ton advance at this time is justified.

We realize, as we have heretofore indicated, that the minimum should be advanced from time to time when justified by the development of the state, but suggest to the carriers that such advances should not be made in five-ton lots. The status of development should be balanced by the advance in minimums more frequently than has been the practice of the carriers in the past, in order that such advances may not require unreasonable effort on the part of the shippers to readjust business to conform therewith. Even though convinced that the present status of development justified a five-ton advance in the minimum, our consent to such an advance would be given very reluctantly because of the radical readjustment of credits, warehouse space and other business arrangements which would be necessary.

In accordance with the views here expressed and the findings made by the Commission in this proceeding, an order will be entered denying the proposed advance in the minimum from 15 tons to 20 tons, but allowing an advance from 15 tons to 18 tons.

No. 4060.

In re petition of the Wenatchee Valley & Northern Railway Company, for leave to discontinue operations as a common carrier, and for the cancellation of its traffic schedules.

This matter coming on for hearing before this Board, upon the petition of the Wenatchee Valley & Northern Railway Company, for leave to discontinue operations as a common carrier, and for the cancellation of its traffic schedules and tariffs, and this Board having carefully read and considered said petition and having obtained full information concerning the matters and things therein set forth, and being fully advised in the premises, makes the following

FINDINGS OF FACT.

That the said Wenatchee Valley & Northern Railway Company is a corporation organized and existing under and by virtue of the laws of the state of Iowa, and that heretofore it has filed in the office of the

Secretary of State of the state of Washington, a certified copy of its articles of incorporation, and otherwise complied with the laws of this state relating to foreign corporations, in order to entitled it to do business in the state of Washington, and that it has for more than five years last past, and now is, transacting business in said state as a railway corporation, in full compliance with the laws of the state of Washington governing in that regard; that it has constructed and owns a line of railway originating at Leavenworth, in the county of Chelan, and state of Washington, extending to the northwest quarter of section 32 in township 27 north, range 18 E. W. M.; that it has equipped the same with necessary rolling stock for the purpose of operating a general railway line, and has operated as such during the time aforesaid; that the length of the line of its said railway is 17.7 miles, and it has temporary spurs of 9.5 miles in length; that the cost of construction and equipment of said line of railroad is approximately \$530,000.00; that the cost of maintenance and operating expense for the past five years has been \$190,543.20, and the entire revenue derived from the operation of said road has been \$63,107.87, leaving a net loss on account of operation, over and above all revenue derived, of \$127,435.42, thus showing that all of the revenue derived from the operation of said line of railway has been less than one-third of the cost of operating the same; that the reason for this condition is that not enough business has originated along the route of this railroad to produce sufficient revenue to pay operating expenses; that there has been practically no passenger traffic upon said road and that the amount of freight traffic has been only trifling, most of which has originated entirely with one lumber and manufacturing concern; that said line of railway passes through a mountainous, rough and broken country, in no sense suitable for or adapted to agricultural purposes or settlement of any character, nor would the lands adjacent to the line of this railway be suitable for agricultural purposes, even if the timber were removed; that therefore, it is manifest that this line of railway cannot, in the future, be operated as a common carrier so as to derive even the expense of operation from all of the business tributary to it; that no hardship or inconvenience to the public generally, or to individuals, will arise from the discontinuance of the operation of this line of railway as a common carrier for the reason that there is practically no population along said line; that the only business which might be engaged in by said road would be the hauling of forest products, and the timber tributary to this line is practically all owned by one or two corporations.

That in view of the facts aforesaid, and after full, careful and complete consideration, this Board has arrived at the

FOLLOWING CONCLUSION.

That said Wenatchee Valley & Northern Railway Company cannot operate its said line of railway for general or common carrying purposes, except at a loss that would be prohibitive, and conditions in that

regard are not likely to improve in the future; that the Commission would not be justified in requiring said Wenatchee Valley & Northern Railway to furnish service as a common carrier of passengers or freight, on said railway.

IT IS THEREFORE ORDERED, That the consent of the Public Service Commission of Washington to the discontinuance of common carrier service of said railway line be, and the same hereby is, granted, and that all tariffs and schedules filed by said Wenatchee Valley & Northern Railway Company with the Public Service Commission of Washington be, and the same are, hereby cancelled and annulled.

No. 4088.

RALPH E. DYAR, ET AL., *Complainants*, v. SPOKANE & INLAND EMPIRE RAILROAD COMPANY, *Respondents*.

As a result of a conference held in Spokane on March 8, 1916, between representatives of the Spokane & Inland Empire Railroad Company, a committee representing the plaintiffs, and Commissioners Lewis and Spinning, the said company arranged to put in temporarily, for a trial, a train leaving Spokane at or near 3:30 p. m., arriving at Spokane at 5:00 p. m.

This service having been put in and being now in operation and the said service being satisfactory to the plaintiffs,

This cause is hereby dismissed without prejudice.

No. 4110.

In re application of Northern Pacific Railway Company for classification of the following described property as operating property:

Right of way of Simcoe branch of Northern Pacific Railway (North Yakima & Valley Railway) over and across the following described tracts of land, the width of such right of way and the acreage thereof located within each of said tracts being as specified below:

<i>Subdivision</i>	<i>Sec.</i>	<i>Twp.</i>	<i>Range</i>	<i>Length</i>	<i>Width</i>	<i>Acreage</i>
NW¼ NE¼	35	11	18 E	1,337.2	100 ft.	3.07
NE¼ NW¼	35	11	18 E	1,331.5	100 ft.	3.06
NW¼ NW¼	35	11	18 E	1,331.5	100 ft.	3.06
NE¼ NE¼	34	11	18 E	1,322.0	100 ft.	3.49
NW¼ NE¼	34	11	18 E	1,330.0	100 ft.	3.05
NE¼ NW¼	34	11	18 E	370.0	100 ft.	.85

The character and use of the above described property having been investigated by the Commission, and the Commission having found that said property is used and useful in the operation of petitioner's railroad,

IT IS ORDERED, That the above described tracts be, and the same are, hereby classified as operating property.

No. 4111.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, OF THE RELATION OF
THE TOWN OF LYMAN, *Complainant*, v. GREAT NORTHERN RAILWAY
COMPANY, *Defendant*.

FINDINGS OF FACT AND ORDER.

This cause came on for hearing before the Public Service Commission of Washington at Lyman, Washington, on the 21st day of June, 1916, before Commissioners Arthur A. Lewis and Frank R. Spinning, the complainant being represented by Mr. I. E. Schrauger, its attorney, the defendant being represented by Mr. Hagman, its attorney. Testimony was introduced, and the Commission having duly considered same now makes the following

FINDINGS OF FACT.

I

The complainant, the town of Lyman, is an incorporated town in the state of Washington.

II

The defendant, the Great Northern Railway Company, is a common carrier engaged in the transportation of persons and property between points in the state of Washington, and as such common carrier is subject to the provisions of Chapter 117, Session Laws 1911, State of Washington.

III

On April 24, 1916, the town of Lyman, through its mayor and city council and several business firms and individuals, filed a complaint with the Commission alleging, in substance, that the passenger and freight depot of the Great Northern Railway Company at Lyman is inadequate to meet the requirements of the locality; that the waiting room is wholly inadequate to accommodate the passenger traffic and that the freight room accommodations are often filled to overflowing, necessitating, in many instances, the handling and rehandling of the entire contents of the freight room, in order to receive the particular freight wanted; that no provision whatever exists for the storage of furniture and other bulky freight; also that no proper provision is made for the delivery of freight from the depot.

IV

The town of Lyman is located on the Rockport & Anacortes branch of the Great Northern Railway and consists of approximately six hundred inhabitants within its corporate limits. The estimated population of the town and tributary territory is about one thousand. The school census is two hundred fifty-seven pupils. The business enterprises of the town consist of seven general merchandise establishments, one bank, two hotels, one restaurant, one bakery, one meat market, one combined shingle and saw mill, employing about one hundred fifty men; one butter and cheese factory, one porch column factory, one auto shop, one blacksmith shop and several smaller enterprises.

V

The town of Lyman is situated in a timbered district, consisting of river bottom and bench land, the soil of which is very productive and after being cleared is suited for agricultural and dairying purposes. Considerable of the land is now cleared and improved and the clearing of uncleared land is steadily progressing. To the east of the town of Lyman, about three and one-half miles, is located the town of Hamilton, and to the west, about eight miles, is located the town of Sedro Woolley; to the south the tributary territory extends about three miles and to the north, about six miles to the Nooksack river. The tributary territory of the town is all fairly well populated and the lands are generally owned in small holdings.

VI

The present depot is a small frame structure, divided into three compartments, each compartment being about 10x11 feet square, inside measurements. One compartment is used as an office by the railway company; the center compartment is used for a passenger waiting room and the other compartment is used as a freight room. In addition to this freight room there is a box car body located near the depot which is also used for the storing of freight, one end of said box car being used as a coal bin.

VII

Mr. Cooper, who conducts a grocery store at Lyman, testified that on several occasions goods had been damaged and destroyed when left over night in the depot by being rat eaten, also butter and other food stuffs had become tainted from being stored in the same room with oil and coal.

VIII

The undisputed testimony of all the witnesses for the complainant is to the effect that the present facilities are inadequate for the present and future needs of the community.

IX

The only evidence introduced by defendant was exhibits One and Two, Exhibit One being a statement of the net earnings at Lyman station for the following fiscal years:

GREAT NORTHERN RAILWAY CO.

STATEMENT OF NET EARNINGS AT LYMAN, WN., FOR FISCAL YEARS.

<i>Year Ending</i>	<i>Freight Earnings</i>		<i>Passenger Earnings</i>	<i>Total Revenue</i>
	<i>Received</i>	<i>Forwarded</i>		
June 30, 1909	\$4,640.49	\$23,822.01	\$1,309.74	\$29,772.24
June 30, 1910	5,753.17	65,667.95	3,268.25	74,689.37
June 30, 1911	5,780.53	63,518.31	7,803.62	77,102.46
June 30, 1912	10,879.99	81,542.31	6,407.02	98,829.32
June 30, 1913	7,300.87	70,017.51	6,832.96	84,151.34
June 30, 1914	5,860.44	57,453.51	6,387.58	69,701.53
June 30, 1915	3,957.88	13,501.51	3,880.85	21,340.24

Exhibit Number Two being a statement of the net earnings for Lyman station for eleven months ending May 31, 1916:

GREAT NORTHERN RAILWAY COMPANY.

OFFICE OF DIVISION SUPERINTENDENT—CASCADE DIVISION.

NET EARNINGS LYMAN STATION FOR ELEVEN MONTHS ENDING MAY 31st, 1916.

Month	REVENUE		Passenger	Total
	Forwarded	Received		
	Freight			
July, 1915	\$4,206.56	\$521.68	\$283.51	\$5,011.75
August, 1915	8,973.27	573.34	306.91	9,853.52
September, 1915 ...	7,182.47	563.19	260.64	8,006.20
October, 1915	5,109.56	289.47	317.12	5,716.15
November, 1915 ...	7,433.68	310.41	327.52	8,071.61
December, 1915 ...	5,906.33	679.46	470.95	7,056.74
January, 1916	7,134.74	829.96	150.25	8,114.95
February, 1916	2,367.39	819.38	220.93	3,407.70
March, 1916	11,824.46	1,039.69	212.71	13,076.86
April, 1916	19,286.36	778.75	280.95	*20,346.06
May, 1916	10,923.67	402.28	349.75	*11,675.70
Total.....	\$90,348.49	\$6,807.61	\$3,181.14	\$100,337.24

*Figures for April and May above include foreign line earnings, which are estimated at approximately for:

April	\$2,000.00	
May	1,000.00	\$3,000.00

Total estimated net for eleven months\$97,337.24
Everett, Washington, June 19, 1916.

CONCLUSION.

After consideration of all the evidence the Commission is of the opinion and finds that the defendant's facilities for receiving and delivering freight and for accommodation of passengers at said station of Lyman are inadequate and insufficient for the present needs of the community and that station facilities should be provided which will be adequate and sufficient for such needs.

ORDER.

IT IS ORDERED BY THE COMMISSION, That the defendant Great Northern Railway Company file with the Commission, within thirty (30) days from the date of service of this order, plans for a depot adequate and sufficient to enable defendant to promptly, expeditiously, safely and properly receive, transport and deliver property offered to or received by it at said station of Lyman for transportation, and to promote the safety, health, comfort and convenience of its patrons at said station.

No. 4111.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
THE TOWN OF LYMAN, *Complainant*, v. GREAT NORTHERN RAILWAY
COMPANY, *Defendant*.

Respondent in the above entitled action having filed with the Commission plans for a depot, and the Commission having examined said plans, it is ordered that same be and the same are hereby approved.

No. 4124.

In the matter of the application of the Fir Tree Lumber Company for permission to operate a locomotive with oil burning headlight.

It appearing to the Commission that petitioner operates but one locomotive, to-wit: its locomotive No. 2, over the tracks controlled and maintained by it, which track is approximately five miles in length; that there is very little travel on the highways crossed by said track, and that such locomotive does not operate at a speed in excess of twelve miles per hour.

WHEREFORE, IT IS ORDERED, That the consent of the Commission to the operation of said locomotive No. 2 on said railway track owned and operated by the petitioner, with oil burning headlight be, and such consent hereby is, granted.

No. 4129.

In re application of Northern Pacific Railway Company for classification as operating property, tract No. 4, Indian addition to Tacoma, Washington, in Pierce county.

The southerly twenty-eight feet of tract No. 4, Indian addition to Tacoma, Pierce county, Washington.

The character and use of the above described property having been investigated by the Commission, and the Commission having found that said property is used and useful in the operation of petitioner's railroad,

IT IS ORDERED, That the above described tract be, and the same hereby is, classified as operating property.

No. 4135.

In the matter of the petition of the Great Northern Railway Company for permission to construct a power line across its tracks at Gold Bar, Washington, consisting of one span of 170 feet, as shown on blue print attached to said petition and made a part thereof.

This matter coming before the Commission on this 11th day of May, 1916, and the Commission having considered same,

DOES HEREBY GRANT PERMISSION To said Great Northern Railway Company to construct a power line across its tracks at Gold Bar, Washington, consisting of one span of 170 feet. The construction to be done in conformity with the blue print attached hereto and made a part of this order.

No. 4144.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. LIL-
LICO TRANSPORTATION COMPANY, *Respondent*.

Complaint relating to steamboat rates between Seattle and Tacoma, on all commodities.

The subject-matter of the above entitled proceeding having been satisfactorily disposed of by discontinuance of the service of the Lillico Transportation Company between Seattle and Tacoma, and upon advice from the Merchants' Transportation Company under date of August 3, 1916, that they desire to withdraw their complaint,

IT IS ORDERED, That the above entitled proceeding be and the same is hereby dismissed.

No. 4172.

MRS. JOSEPHINE DITMAR, *Complainant*, v. NORTHERN PACIFIC RAILWAY
COMPANY, *Respondent*.

It appearing to the Commission that complainant has made application for the installation of a side track approximately 300 feet in length upon the property of the respondent at a point about two miles east of Gravelle in Lincoln county, Washington, and at a point southerly from complainant's barn, located near the north line of section 36, township 25 north, range 38 east W. M.; and that such side track is reasonably practicable, can be put in with reasonable safety and the business therefor sufficient to justify the same,

IT IS ORDERED, That respondent construct such side track and that complainant pay to respondent the legitimate cost and expense of constructing the same.

IT IS FURTHER ORDERED, That before respondent shall be required under this order to incur any cost in connection with the installation of said side track the legitimate cost and expense of constructing same shall be secured to respondent by complainant and that if respondent and complainant be unable to agree upon the amount of the legitimate cost and expense of constructing said side track, or upon the manner in which the same shall be secured to the respondent, upon the Commission being advised in writing by complainant or respondent to that effect, a hearing be held, after due notice, for the purpose of receiving evidence relating to the cost and expense of constructing such side track and the manner in which such cost and expense should be secured to the respondent.

No. 4188.

PACIFIC COAST PIPE COMPANY, *Complainant*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondent*.

Complaint alleging discrimination in rates on wood pipe between Seattle and Tacoma.

The respondent having modified the provisions of the tariff complained of in the above entitled proceeding, and such modification having satisfied the subject-matter of said proceeding,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 4197.

JOHN GOURLEY ET AL., *Complainants*, v. NORTHERN PACIFIC RAILWAY COMPANY ET AL., *Respondents*.

FINDINGS OF FACT AND ORDER.

This cause came on to be heard the 1st day of September, 1916, before Commissioners Blaine and Lewis. The complainants were represented by Messrs. John Gourley of the John Gourley Company, H. J. Mignerey of H. J. Mignerey and Company, Geo. E. Bryant of the Seattle Fruit and Produce Auction Company, J. B. Powles of the J. B. Powles Company and E. A. Wanemaker of the J. W. Goodman Company. The respondents were represented by Mr. F. M. Barkwill, attorney for the Chicago, Milwaukee and St. Paul Railway Company, Mr. F. G. Dorety, attorney for the Great Northern Railway Company and the Spokane and Inland Empire Railroad Company, Mr. H. A. Kimball, assistant general freight agent, Great Northern Railway Company, Mr. J. W. Quick, assistant general counsel, Northern Pacific Railroad Company, Mr. S. J. Henry, assistant general western freight agent of the Northern Pacific Railway Company, Mr. E. W. Soergel, chief clerk, freight department, Chicago, Milwaukee and St. Paul Railway Company, Mr. W. A. Robbins, attorney, Oregon-Washington Railroad and Navigation Company and S. J. H. French of the Oregon-Washington Railroad and Navigation Company. Witnesses in behalf of the respective parties were sworn and testified and other proofs received. The Commission, being fully advised in the premises, makes the following findings of fact, to-wit:

FINDINGS OF FACT.

I

That the complainants are commission merchants and brokers in the city of Seattle and as such buy, receive upon consignment, sell and ship annually a large quantity of potatoes raised in the State of Washington.

II

That heretofore the respondents have maintained a carload minimum of fifteen tons, or 30,000 pounds, for shipments of potatoes and onions in this state, in straight or mixed carloads, effective during all seasons of the year.

III

That the respondents by divers rules seek to change the carload minimum on potatoes in straight carloads and potatoes and onions in mixed carloads, so that hereafter the minimum weight shall be eighteen tons, or 36,000 pounds.

IV

Complainants by their petition pray for the suspension of the tariffs by which the respondents seek to change the carload minimum upon potatoes in straight carloads and on potatoes and onions in mixed carloads.

V

That the major portion of potatoes in this state transported by the respondents, as a whole, are potatoes grown in the State of Washington upon irrigated land.

VI

That as a rule potatoes grown upon irrigated land are larger and less firm and more subject to injury in shipping than potatoes grown without irrigation.

VII

That potatoes raised in the state are as a rule shipped in sacks containing upwards of 100 pounds.

VIII

That in loading the ordinary car not to exceed fifteen tons minimum, it is not necessary to pile potatoes in sacks more than four sacks high.

IX

That as a rule in loading a car of eighteen tons minimum with potatoes it is necessary to pile the sacks more than four sacks high.

X

That, as a rule, where potatoes are piled more than four sacks high in a car, the pressure upon the potatoes in the lower sacks is such that the jolting of the car causes injury, particularly to the potatoes in the lower sacks. When potatoes, which are unripe and therefore not firm, are piled more than four sacks high the pressure and car motion cause the skin thereon to slip, thereby reducing the market value of the product to the extent of practically fifty cents per ton.

XI

That, as a rule, the potatoes carried through the winter lose their firmness so that after about April 1st of each year they must be more carefully handled than during the dormant months, so that transporting them while piled more than four sacks high in the car would result in their injury.

XII

That during the months of November, December, January, February and March, of each year, owing to the firm condition of potatoes, both as to skin and body, there is less danger of their being injured in transportation than during the other months of the year, and if properly loaded they can be transported in cars of eighteen tons minimum where the sacks are not piled more than five sacks high.

XIII

By reason of the circumstances and conditions hereinbefore set forth, the rules and regulations contained in the tariffs and supplements referred to in the complaint in this proceeding and by which respondents seek to increase the carload minimum loading weight for shipments of potatoes in straight carloads and potatoes and onions in mixed carloads, between points in this state, from fifteen tons, or 30,000 pounds, to eighteen tons, or 36,000 pounds, are unjust and unreasonable.

XIV

That a carload minimum loading weight for such shipments of the commodities hereinbefore referred to, of fifteen tons, or 30,000 pounds, applicable during the months of April, May, June, July, August, September and October of each year, and carload minimum loading weight of eighteen tons, or 36,000 pounds for such shipments of such commodities, applicable during the months of November, December, January, February and March of each year, are just and reasonable.

ORDER.

WHEREFORE, IT IS ORDERED, That during the months of April, May, June, July, August, September and October of each year the carload minimum upon potatoes in straight carloads and potatoes and onions in mixed carloads shall be fifteen tons, or 30,000 pounds, and that during the months of November, December, January, February and March the carload minimum upon potatoes in straight carloads and potatoes and onions in mixed carloads shall be eighteen tons, or 36,000 pounds.

That the tariffs of the respondents, which apply to shipments of potatoes in straight carloads and potatoes and onions in mixed carloads between points in the State of Washington, be changed so as to conform with the terms of this order within twenty days from the date of service hereof.

No. 1678.

WENATCHEE COMMERCIAL CLUB, A CORPORATION, *Plaintiff*, v. GREAT NORTHERN RAILWAY COMPANY, A CORPORATION, NORTHERN PACIFIC RAILWAY COMPANY, A CORPORATION, AND COLUMBIA AND PUGET SOUND RAILWAY COMPANY, A CORPORATION, *Defendants*.

FINDINGS OF FACT, OPINION AND ORDER.

This cause came on for hearing at Wenatchee, Washington the 18th day of August, 1916, there being present Chairman E. F. Blaine and Commissioners A. A. Lewis and F. R. Spinning, the plaintiff being represented by Williams and Corbin, its attorneys, the defendant Great Northern Railway Company being represented by H. A. Kimball, Assistant General Freight Agent, L. B. Kaler present as official reporter.

It appearing to the Commission by statement of counsel that no joint rates exist in the movement of coal from Puget Sound points to Wenatchee that the complaint as to the Northern Pacific Railway Company and the Columbia and Puget Sound Railway Company is dismissed.

FINDINGS OF FACT.

The Commission being fully advised in the premises finds the following facts:

I

That the complainant is a corporation duly organized and existing under and by virtue of the laws of the State of Washington, and its principal business is at Wenatchee, this corporation being duly organized for social and charitable association.

II

That the Great Northern Railway Company is a common carrier engaged in the transportation of passengers and property between points in the State of Washington, and that as such common carrier it is subject to provisions of Chapter 117, Session Laws of 1911 of the State of Washington, the same being the public service commission law of said state.

III

The tariff schedules of the Great Northern Railway Company now effective and in operation by said railroad prescribes a commodity rate on coal from the Chehalis, Tenino and Snoqualmie groups of coal mines to Wenatchee of \$2.30 per short ton, the greatest distance of rail haul from any of the group of mines to Wenatchee being 265 miles.

IV

From the Chehalis, Tenino and Snoqualmie groups of mines the commodity rate per ton on coal via the Northern Pacific Railway to North Yakima is \$1.40, the greatest distance of line haul being 213 miles.

V

From Seattle to Spokane via either the Great Northern Railway or the Northern Pacific Railway the commodity rate on coal is \$2.75, the line haul being practically 339 miles.

VI

From Hosmer, Michel and Swinton, British Columbia, the commodity rate on coal via the Great Northern Railway is \$3.00 per net ton, the line haul being 466 miles.

VII

From the Wyoming and Utah coal fields to North Yakima the commodity rate upon coal is \$4.50 per ton, and the rate from the same coal fields to Wenatchee via Great Northern is \$5.00 per ton.

VIII

The commodity rate upon cement from Puget Sound points to Wenatchee is \$4.00 per ton.

IX

The rate upon fuel oil from Seattle via Great Northern to Wenatchee and via the Northern Pacific to North Yakima, the distance being only two miles different via either road is equal, or twenty-five cents per 100 pounds.

X

Via the Great Northern from Puget Sound points to Wenatchee the commodity rate on lumber is fifteen cents per 100 pounds, and the class rate on lumber fixed by order of this Commission is thirteen cents per 100 pounds.

XI

Heretofore by order of this Commission a class rate was fixed on coal of \$3.20 per short ton over the Great Northern from Seattle to Wenatchee and the commodity rate on coal as fixed by the Great Northern Railway is ninety cents per ton less than the class rate above mentioned.

XII

Heretofore by order of the Commission the rate upon coal over the Northern Pacific from Roslyn to North Yakima was fixed at ninety cents per ton, and to balance the commodity rate fixed by the Commission the Northern Pacific reduced its rates on coal from Puget Sound points to North Yakima and fixed the same at \$1.40 per ton.

XIII

The average distance of haul of all the Great Northern's freight in Washington is 168 miles, or practically the distance between Seattle and Wenatchee. The average rate on freight per ton mile over the Great Northern in Washington for the year ending June 30, 1915, was ten and one-half mills. The rate per ton mile on coal from Seattle to Wenatchee is fourteen mills.

XIV

There are no coal mines along the Great Northern Railway Company's lines in Washington. In proximity to the lines of the Northern Pacific in both eastern and western Washington there are coal mines which furnish a large amount of freight to that road.

XV

The movement of empty cars on the Great Northern Railway is from Wenatchee west to Puget Sound points, and as a rule cars loaded with coal at Puget Sound points for Wenatchee are returned unloaded.

OPINION.

We believe that there is no marked similarity between the handling of coal by the Northern Pacific and Great Northern Railway companies in this state. While the Northern Pacific has several mines adjacent to its tracks, some in eastern and some in western Washington, there is a dearth of coal properties in this state in proximity to the tracks of the Great Northern. We do not question but that the rate of the Northern Pacific from Puget Sound points to North Yakima on coal is influenced by the rate established by the commission from Roslyn to North Yakima. In comparing the rates on coal from the British Columbia coal fields to Wenatchee via Great Northern with rates from other points over the Great Northern to Wenatchee there is little to throw light upon the contention of the plaintiff. Even if the law should permit us by a mere comparison of rates to reduce a rate the analogy should be striking and convincing.

It is in evidence that the rate per ton mile upon coal from Seattle to Wenatchee via Great Northern is fourteen mills, while the average rate per ton-mile on all freight hauled on the Great Northern in this state is ten and one-half mills. At first blush this is a radical difference, especially when the value and character of coal is considered. Yet the evidence shows that coal is handled from Puget Sound points to Wenatchee at a lower rate than either lumber, cement or fuel oil, and cars carrying coal from the west to Wenatchee as a rule return empty.

There is no direct evidence before us as to the actual cost of the service performed in the transportation of coal from Puget Sound points to Wenatchee. Evidence of this character is not easy to procure and is expensive. For these reasons can it be dispensed with when the rights of property are involved? "When an existing freight rate is attacked the burden is on the complainant to establish that it is unreasonable in fact: *Louisville and Nashville Railway Company v. The United States*, 238 U. S. 10." This case also holds that it is unsafe to put too much reliance upon a mere comparison of rates. The rates heretofore established by this Commission are presumed to be fair and reasonable. By an order of this Commission heretofore made, the Great Northern Railway is permitted to charge a sixteen cent class rate on coal from Seattle to Wenatchee. This rate is ninety cents a ton higher than the commodity rate on coal from Puget Sound points to Wenatchee. We are of the opinion that the plaintiff has failed to make a case against the defendant the Great Northern Railway.

WHEREFORE, It is ordered that the complaint of the plaintiff be dismissed.

DISPOSITION OF CASES AFFECTING ELECTRIC RAILWAYS.

No. 744.

D. LUNKLEY, ANDREW SIMONS AND F. H. MCCLELLAN, *Complainants*, v.
TACOMA RAILWAY AND POWER COMPANY, *Respondent*.

After full hearing and investigation the Commission, on May 25, 1916, made and entered valuation findings in the case of The Public Service Commission of Washington v. Tacoma Railway & Power Company, Cause No. 1546, and it appearing from the evidence that the earning capacity of the respondent, under the rates now charged, is insufficient after paying necessary operating expenses and taxes, to pay a reasonable return on the value of its property, as found by the Commission, and that the rates now charged by respondent are not inherently unjust, unreasonable or excessive,

IT IS ORDERED, That the above entitled cause No. 744 be, and the same hereby is, dismissed.

No. 1525.

CENTRAL IMPROVEMENT LEAGUE OF TACOMA, WASHINGTON, *Complainant*, v.
PACIFIC TRACTION COMPANY AND TACOMA RAILWAY & POWER COMPANY, *Respondents*.

Complaint relating to passenger rates between Tacoma and American Lake.

After full hearing and investigation the Commission on May 25, 1916, made and entered valuation findings in the case of the Public Service Commission of Washington v. Tacoma Railway & Power Company, Cause No. 1546, and in the case of the Public Service Commission of Washington v. Pacific Traction Company, Cause No. 1616, and it appearing from the evidence that the earning capacity of the respondent, under the rates now charged, is insufficient, after paying necessary operating expenses and taxes, to pay a reasonable return on the value of their respective properties, as found by the Commission, and that the rates now charged by respondent are not inherently unjust, unreasonable or excessive,

IT IS ORDERED, That the above entitled Cause No. 1525 be, and the same hereby is, dismissed.

No. 1546.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. TACOMA RAILWAY AND POWER COMPANY, *Respondent*.

VALUATION FINDINGS.

This cause came on regularly for hearing before M. M. Godman, Chairman, and Commissioners Arthur A. Lewis and Frank H. Spinning at Tacoma, Washington, on September 4, 1913.

The Tacoma Railway & Power Company was represented by its attorneys, John Shackleford, Samuel Piles, and James B. Howe; The Central Improvement League was represented by G. J. Langford and M. G. Garretson, attorneys. The Commission was represented by Stephen V. Carey, Assistant Attorney General.

Witnesses were sworn and examined and the hearing adjourned to November 10, 1913. On November 10, 1913, this cause came on for hearing before Commissioners Arthur A. Lewis and Frank R. Spinning, at Tacoma, Washington. The parties were represented as at the previous hearing. Witnesses were sworn and examined and hearing concluded.

Unforeseen delays have occurred and the Commission and respondent desiring valuation findings to December 31, 1915, counsel for respondent and the Commission entered into a stipulation, in words and figures as follows:

STIPULATION.

"The Public Service Commission hearings as to the value of the property of the Tacoma Railway & Power Company were held in Tacoma, on September 4, 1913, and November 10, 1913, at which time all evidence introduced was prepared as of June 30, 1913. It being desirable to fix the value of this property as of December 31, 1915, and to avoid the time and expense necessary to a supplemental hearing, representatives of the Commission and the company were instructed to examine the books and records of the company, covering the period from June 30, 1913, to December 31, 1915, and if possible reach an agreement as to the financial operations of the company between those dates. After an examination of the records of the company, it was found that the results obtained by the representatives of the Commission and the representatives of the company were the same, and therefore,

IT IS AGREED by the Commission and the company that the financial operations of the Tacoma Railway & Power Company during the two and one-half years in question have been as follows.

Year—	Additions to Plant	Gross Earnings	Operation Taxes and Reconstruction	Net Earnings
1913 (6 months)....	\$28,737 17	\$604,880 29	\$429,760 23	\$175,120 06
1914 (12 months)...	332,744 18	1,033,214 49	951,774 23	81,440 26
1915 (12 months)...	50,882 17	920,829 36	787,805 06	133,024 30
Totals.....	\$412,363 52	\$2,558,924 14	\$2,169,339 52	\$389,584 62

IT IS FURTHER stipulated and agreed that in the event a supplemental valuation hearing was held, the testimony of the representatives of the Commission and of the company be that the above figures are correct. Consequently the Tacoma Railway & Power Company waives its statutory right to notice, and requests that the Commission proceed to fix the value of its property as of December 31, 1915."

The Commission having considered the evidence, and being fully advised in the premises, makes the following

FINDINGS OF FACT.

I

That the Tacoma Railway & Power Company is a corporation existing under and by virtue of the laws of the State of New Jersey since January 30, 1889, and that the said company is licensed to conduct and transact business in the State of Washington.

II

That the authorized capital stock of the respondent company is \$2,000,000, and the authorized outstanding indebtedness on December 31, 1915, was \$1,500,000, first mortgage 5 per cent bonds, \$2,810,702.21 promissory notes bearing 8 per cent and an open account with the Puget Sound Electric Company, and the Puget Sound Traction, Light & Power Company of \$895,001.86.

III

That the respondent company is the successor in interest of the following named companies: Tacoma and Columbia River Railway Company, Tacoma Railway & Motor Company, City Park Railway Company, and the Tacoma Traction Company, and now operates a street railway system and a light and power system in or near the city of Tacoma, Washington, which consists of the following lines:

American Lake line, of approximately.....	5.9 miles
Auxiliary lines 1, 2 and 3, of approximately.....	.7 "
Cable lines, of approximately.....	1.6 "
Car barn tracks, of approximately.....	1.1 "
Commerce street lines, of approximately.....	1.5 "
Hosmer cut-off lines, of approximately.....	.5 "
Jefferson avenue line, of approximately.....	4.2 "
Interurban loop lines, of approximately.....	.6 "
"K" street line, of approximately.....	4.6 "
Bismark line, of approximately.....	3.7 "
Old Tacoma line, of approximately.....	4.0 "
Pacific avenue line, of approximately.....	4.4 "
Point Defiance line, of approximately.....	15.9 "
Puyallup avenue line, of approximately.....	1.8 "
Sixth avenue line, of approximately.....	4.5 "
South Tacoma line, of approximately.....	9.9 "
Spanaway line, of approximately.....	9.8 "
Stellacoom line, of approximately.....	13.7 "
Tacoma avenue line, of approximately.....	2.1 "
Tide flats line, of approximately.....	1.0 "

Total..... 91.5 miles

That in addition to the operating of the twenty-two lines named above, the respondent company leases and operates the Portland Avenue line owned by the Puget Sound Electric Company, the city line across the 11th street bridge owned by the Municipality of Tacoma, and the Puget Sound Electric Railway Company's interurban depot at Seventh and A streets.

IV

That the respondent company has reconstructed every line acquired by said amalgamation, and in addition has built the McKinley Park line, the American Lake line (part of which has been abandoned), the Tide Flats line extension, as well as several short extensions to existing lines.

V

That the capital stock of \$2,000,000.00 and the \$1,500,000.00 first mortgage 5 per cent gold bonds of the company were given as payment for the property of the various companies as follows:

CAPITAL STOCK.

To the owners of the Tacoma Railway and Motor Company, and the City Park Railway Company.....	\$1,500,000 00
To the owners of the Tacoma Traction Company.....	500,000 00
Total.....	\$2,000,000 00

FIRST MORTGAGE BONDS.

To the owners of the Tacoma Railway and Motor Company, and the City Park Railway Company.....	\$800,000 00
To the owners of the Tacoma Traction Company.....	230,000 00
Sold for consolidation purposes.....	20,000 00
Sold for betterments.....	450,000 00
Total.....	\$1,500,000 00

That practically all the bonds sold were taken by eastern bankers at par, less a brokers' commission.

VI

That the Puget Sound Electric Railway Company is the owner and holder of all the capital stock of the respondent company, and also owns \$264,000.00 of the outstanding first mortgage bonds, and is the source of all money raised on promissory notes or open accounts.

VII

That approximately one-fourth of the structural cost of the plants of the respondent company is covered by securities in the hands of the public, these securities consisting of first mortgage bonds having a par value and a market value of \$1,500,000.00.

All of the remaining securities and obligations of the respondent, consisting of promissory notes and capital stock of the respondent company hereinbefore set forth, are held and owned by the Puget Sound Electric Railway, and not being bought and sold by the public, their market value is unascertainable.

VIII

That the cost of the property of respondent used for the public convenience within the state, and the amount invested therein to March 31, 1899, together with additions to property made from year to year from said date to December 31, 1915, and stores and working capital, is the sum of \$6,287,846.40, which sum consists of the following items:

	Year Additions	Cumulative Total
Cost to March 31, 1899.....	\$2,500,067 49.	
Additions to Dec. 31, 1899.....	64,483 53	\$2,564,551 02
Additions to Dec. 31, 1900.....	54,387 37	2,618,938 39
Additions to Dec. 31, 1901.....	221,293 16	2,840,231 55
Additions to Dec. 31, 1902.....	275,719 82	3,115,951 37
Additions to Dec. 31, 1903.....	546,226 17	3,662,177 54
Additions to Dec. 31, 1904.....	265,057 50	3,927,235 04
Additions to Dec. 31, 1905.....	113,670 41	4,040,905 45
Additions to Dec. 31, 1906.....	684,071 09	4,724,976 54
Additions to Dec. 31, 1907.....	447,864 26	5,172,840 80
Additions to Dec. 31, 1908.....	*107,245 80	5,065,595 00
Additions to Dec. 31, 1909.....	125,367 76	5,190,962 76
Additions to Dec. 31, 1910.....	102,685 72	5,293,648 48
Additions to Dec. 31, 1911.....	129,945 60	5,423,594 08
Additions to Dec. 31, 1912.....	125,204 96	5,548,799 04
Additions to Dec. 31, 1913.....	110,421 01	5,659,220 05
Additions to Dec. 31, 1914.....	332,744 18	5,991,964 23
Additions to Dec. 31, 1915.....	50,882 17	6,042,846 40

* Denotes red.

That the amount of stores and working capital kept on hand by respondent company will vary, a normal allowance being \$175,000 for stores and \$70,000 for working capital. The sum of these two, or \$245,000, should be considered as a part of the cost of property, and added to the \$6,042,846.40 shown above, making a total cost of physical property on December 31, 1915, of \$6,287,846.40.

That the development cost of the respondent company has been approximately \$3,000,000.00, as shown by the following table:

Year—	Cost of Physical Property*	Eight Per Cent of Cost	Actual Net Over Operation and Taxes	Deficit Under Eight Per Cent Return	Actual Rate of Return Per Cent
1899	\$2,564,551	\$205,164	\$57,246	\$147,918	2.2
1900	2,618,938	209,515	71,422	138,093	2.7
1901	2,840,232	227,219	122,287	104,932	4.3
1902	3,115,951	249,276	107,379	141,897	3.5
1903	3,662,178	292,974	148,463	144,511	4.1
1904	3,927,235	314,179	166,274	147,905	4.2
1905	4,040,905	323,272	205,870	117,402	5.1
1906	4,724,977	377,998	221,250	156,748	4.7
1907	5,172,841	413,827	195,588	218,239	3.8
1908	5,065,595	405,248	234,878	170,370	4.6
1909	5,190,963	415,277	183,174	232,103	3.5
1910	5,293,648	423,492	260,792	162,700	4.9
1911	5,423,594	433,888	223,486	210,402	4.1
1912	5,548,799	443,904	190,461	253,443	3.4
1913	5,659,220	452,738	188,862	263,876	3.1
1914	5,991,964	479,357	81,440	397,917	1.4
1915	6,042,846	483,428	133,014	350,414	2.2
Totals.....	\$6,150,756	\$2,791,886	\$2,791,886	\$3,358,870	3.6

* Exclusive of stores and working capital.

That the average annual rate of return available for interest and depreciation has been 3.6 per cent on the actual cost of physical property.

IX

That the cost of reproducing the property of respondent used for the public convenience within the state, new, as of June 30, 1913, was and is the sum of \$5,334,783.26, which sum consists of the following items:

Real estate used in operations.....	\$416,836 74
Light and power property exclusive of real estate.....	94,834 00
Railway property, exclusive of real estate.....	4,585,308 00
<hr/>	
Total to June 30, 1913.....	\$5,096,978 74
Less undistributed included in above figures but now distributed below in the \$412,363.52.....	*174,559 00
<hr/>	
	\$4,922,419 74

* Denotes red.

Addition to property from July 1, 1913, to

Dec. 31, 1915, as follows:

Light and power property additions.....	\$15,582 69
Railway property additions.....	364,740 31
Undistributed additions	32,040 52

Total additions 412,363 52

Total cost of reproduction.....\$5,334,783 26

That the above reproduction cost or \$5,334,783.26 does not include any part of the development cost incurred by the respondent company, or any calculated inclusion for development cost or the cost of producing a going concern.

X

That the depreciating property of respondent used for the public convenience within the state is in a condition approximately 75 per cent new; that such property is in first class operating condition and suitable for rendering efficient service; that the cost of reproducing said property in its present condition is \$4,300,870.26, which sum consists of the following items:

Railway property, exclusive of real estate.....	\$3,495,336 83
Light and power property exclusive of real estate.....	91,696 69
Real estate necessary for operations.....	416,836 74
<hr/>	
Total.....	\$4,003,870 26

XI.

That the real estate used and useful in operation of property consists of the following items:

Right-of-way and station grounds.....	\$29,261 12
Shops, car barns, etc., on "A" street.....	361,830 00
Real estate owned by the company but used as public streets, right-of-way	19,101 50
Real estate abandoned for railway uses but still used as right-of-way for transmission lines, right-of-way.....	6,644 12
<hr/>	
Total real estate used in operation.....	\$416,836 74

That the cost of the land occupied by the shops and car barns property on "A" street was determined as near as possible and was found to be approximately \$75,000.00

XII

That the property under consideration is well constructed and practically managed; that the expenditures heretofore made by respondent, in procuring its property, were such as might reasonably be expected in the immediate future; that the money expended by respondent has been reasonable for the present needs of the company and for such needs as may be reasonably expected in the immediate future; that the total market value of the property of respondent used for the public convenience within the state, was on December 31, 1915, and is, the sum of \$6,244,000.00.

That the value of the property used by such company for the public convenience was, on December 31, 1915, and is, the sum of \$6,244,000.00.

No. 1616.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PACIFIC TRACTION COMPANY, *Respondent*.

VALUATION FINDINGS.

This cause came on regularly for hearing before M. M. Godman, Chairman, and Arthur A. Lewis and Frank R. Spinning, Commissioners, at Tacoma, Washington, on September 4, 1913. The Pacific Traction Company was represented by its attorneys, John Shackelford, Samuel Piles and James B. Howe. The Central Improvement League was represented by G. J. Langford and M. G. Garretson, attorneys. The Commission was represented by Stephen V. Carey, Assistant Attorney General. Witnesses were sworn and examined and hearing adjourned to November 10, 1913. On November 10, 1913, this cause came on for hearing before Commissioners Arthur A. Lewis and Frank R. Spinning, at Tacoma, Washington. The parties were represented as at the previous hearing. Witnesses were sworn and examined, evidence received and cause concluded.

Unforeseen delays having occurred and the Commission and respondent company desiring valuation findings to December 31, 1915, counsel for respondent company and the Commission entered into a stipulation in words and figures, as follows:

STIPULATION.

"The Public Service Commission hearings as to the value of property of the Pacific Traction Company were held in Tacoma on September 4, 1913, at which time all of the evidence introduced was prepared as of June 30, 1913. It being desired to fix the value of this property as of December 31, 1915, and to avoid the time and expense necessary to a supplemental hearing, representatives of the Commission

and the company were instructed to examine the books and records of the company, covering the period from June 30, 1913, to December 31, 1915, and if possible to reach an agreement as to the financial operations of the company between those dates. After an examination of the records of the company, it was found that the results obtained by the representatives of the Commission and the representatives of the company were the same, and

THEREFORE, It is agreed by the Commission and the company that the financial operations of the Pacific Traction Company during the two and one-half years in question have been as follows:

<i>Year—</i>	<i>Additions to Plant</i>	<i>Gross Earnings</i>	<i>Operation and Taxes</i>	<i>Net Earnings</i>
1913 (6 months)....	\$2,715 49	\$46,477 57	\$35,042 34	\$11,435 23
1914 (12 months)...	1,892 50	85,122 44	77,708 53	7,413 91
1915 (12 months)...	1,518 89	81,438 46	74,555 86	6,882 60
Totals.....	\$6,126 88	\$213,038 47	\$187,306 73	\$25,731 74

IT IS FURTHER ORDERED AND STIPULATED, That in the event a supplemental valuation hearing was held, the testimony of the representatives of the Commission and of the company would be that the above figures are correct. Consequently the Pacific Traction Company waives its statutory right to notice, and requests that the Commission proceed to fix the value of its property as of December 31, 1915."

The Commission having considered the evidence and being fully advised in the premises makes the following

FINDINGS OF FACT.

I

That the Pacific Traction Company is a corporation existing under and by virtue of the laws of the State of Maine, and was incorporated on July 24, 1907, and was duly licensed in the State of Washington to construct and transact a street railway business in or near the city of Tacoma, Washington.

II

That the authorized capital stock of the respondent company is \$1,250,500 of common stock, and \$250,000 of preferred, and in addition to the authorized capital securities the respondent company had on December 31, 1915, three promissory notes amounting to \$422,880.79, bearing eight per cent interest, of which the Puget Sound Traction, Light & Power Company hold \$350,987.49, and \$71,893.33 is held by the Puget Sound Electric Railway; also open accounts with the Puget Sound Traction, Light & Power Company of \$107,075.89.

III

That the respondent Pacific Traction Company of Maine, is the successor in interest of two previous companies, the Pacific Traction Company, organized under the laws of Washington, and the Pacific Development Company.

IV

That the respondent company operates a street railway line and branches from Tacoma to American Lake and Steilacoom, with a total of about twenty-four and one half miles.

V

All of the stock and bonds of the respondent company are held by the Puget Sound Electric Railway and the Puget Sound Traction, Light & Power Company, and none of these securities have been bought and sold upon the open market; the market value is therefore unascertainable.

VI

That the cost of the property of respondent used for the public convenience within the state and the amount invested therein to December 31, 1915, as nearly as may be ascertained from respondent's records, is \$658,675.18, which sum consists of the following items:

	Total	Cumulative Total
By Pacific Traction Company of Washington:		
March 8, 1905, to Aug. 1, 1907.....	\$494,922 66	\$494,922 66
Aug. 1, 1907, to April 9, 1909.....	111,975 72	606,898 38
By the Pacific Traction Company of Maine and Pacific Development Company:		
April 9, 1909, to Dec. 31, 1909.....	\$40,081 75	\$646,980 13
Year 1910.....	4,774 07	651,754 20
Year 1911.....	6,025 66	657,779 86
Year 1912.....	3,177 04	660,956 90
Year 1913.....	*20,693 11	640,263 79
Year 1914.....	1,892 50	642,156 29
Year 1915.....	1,518 80	643,675 18
Total cash invested Dec. 31, 1915.....	\$643,675 18	\$643,675 18

* Denotes red.

That the amount of stores and working capital kept on hand by the respondent company will vary, a normal allowance being \$10,000 for stores, and \$5,000 for working capital, a total of \$15,000 which should be considered a part of the cost of property and added to the \$643,675.18 shown above, making a total cost of physical property on December 31, 1915, of \$658,675.18.

The item of \$958,703.25 for "franchises and licenses," and the item of \$557,883.86, "Pacific Development Company Reserve," together amounting to \$1,506,587.31, are not included in the cost of property above shown for the reason that the Commission does not consider that either of such items may be properly considered as a part of the property of respondent used for the public convenience within the state, or that respondent is entitled to earn any return thereon.

That the development cost of the respondent company has been approximately \$400,000.00 as shown by the following table:

Year—	Cost of Physical Property*	Eight Per Cent of Cost	Actual Net Over Operation and Taxes	Deficit Under Eight Per Cent Return	Actual Rate of Return Per Cent
1907	\$494,922 66	\$39,594	†\$2,659	\$42,253	†0.5
1908	606,898 38	48,552	†13,252	61,804	†2.2
1909	646,980 13	51,758	†1,186	52,944	†0.2
1910	651,754 20	52,140	9,637	42,503	1.5
1911	657,779 86	52,822	8,832	43,990	1.3
1912	660,956 90	52,877	22,030	30,847	3.3
1913	640,263 79	51,221	19,703	31,518	3.1
1914	642,156 29	51,373	7,414	43,959	1.2
1915	643,675 18	51,490	6,883	44,607	1.1
Totals.....		\$451,827	\$57,402	\$403,425	1.0

* Exclusive of stores and working capital.
† Denotes red.

That the average annual rate of return available for interest and depreciation has been one per cent of the actual cost of physical property.

VII

That the cost of reproducing the property of the respondent used for the public convenience within the state, new, is \$488,894.88, which sum consists of the following items:

Real estate used in operations.....	\$57,390 00
All other property used in operations.....	425,378 00
Total property used in operations to June 30, 1913.....	\$482,768 00
Additions to property, June 30, 1913, to Dec. 31, 1915.....	6,126 88
Total cost of reproduction new of property used in operation	\$488,894 88
Property not necessary for operations.....	12,297 00
Total cost of reproduction new Dec. 31, 1915.....	\$501,191 88

That the above reproduction cost of \$488,894.88 does not include any part of the development cost incurred by the respondent company, or any calculated inclusion for development cost, or the cost of producing a going concern.

VIII

That the depreciating property of the respondent is in a condition approximately 80 per cent new; that said property is in first class operating condition and capable of rendering efficient service; that the cost of reproducing the property of the respondent used for the public convenience within the state, in its present condition, is \$405,488.00, which sum consists of the following items:

Real estate necessary for operations.....	\$57,390 00
All other property necessary for operations.....	348,098 00
Total depreciated value of property necessary for operations.	\$405,488 00
Real estate not necessary for operation.....	\$1,885 40
Other property not necessary for operations.....	8,427 00
Total non-operating property.....	10,312 40
Total depreciated value to Dec. 31, 1915.....	\$415,800 40

IX

The Commission finds that the property under consideration is well constructed and practically and efficiently managed; that the expenditures heretofore made by the company in securing its property, were such as were justified by the then existing conditions and such as might reasonably be expected in the immediate future; that the money expended by respondent has been reasonable for the present needs of the company and for such needs as may reasonably be expected in the immediate future.

That the total market value of the property of respondent, used for the public convenience within the state, was, on December 31, 1915, and is, the sum of \$648,800.00.

That the value of the property used by such company for the public convenience was, on December 31, 1915, and is, the sum of \$648,800.00.

No. 1627.

R. COOPER WILLIS, *Complainant*, v. PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Respondent*.

OPINION, FINDINGS AND ORDER.

A petition was filed with the Public Service Commission on December 3, 1913, requesting the Public Service Commission to enter an order directing the respondent company to route cars of the 23d avenue line down Madison street in the city of Seattle. Thereafter due service was made upon the respondent company of the said petition, and hearings held, and finally on November 11, 1914, findings of fact and order were entered dismissing said petition.

Thereafter, on the 10th day of February, 1915, an order was made and entered rescinding the order of November 11, 1914, and granting to the plaintiffs a rehearing. Thereafter hearings were held and the cause continued from time to time until November 26, 1915, at which date a hearing was held in the city of Seattle and the cause finally submitted to the Commission for its decision.

The Commission personally viewed the territory served by the 23d avenue line, to ascertain the physical facts involved from personal inspection, in addition to the information disclosed by the testimony. Defendant's exhibit No. 1 will disclose the fact that the 23d avenue line is what might be termed a crosstown line. It terminates on the south at Jackson street and on the north at the canal which separates the University district from the Interlaken district. This district is newly developed and is increasing in population. Persons desiring to go south from the district east of 23d avenue and contiguous to the Madison street line, transfer at 23d avenue to the 23d avenue line, and again at Jackson street to the Jackson street line running east, or to the Jackson street line running west, thence to the Seattle, Renton & Southern, to the Beacon Hill line running south, or to the Georgetown

line running south. Passengers from this same district desiring to go north transfer at 23d avenue to the 23d avenue line running north. Passengers from the business section of the city of Seattle who live on 23d avenue north, take the Jackson street, Yesler way or Madison street line and transfer at 23d avenue. It will be seen that the persons required to use the 23d avenue north line, are required to board the street car twice in order to reach their homes.

The inadequate service complained of by the patrons of these lines lies wholly in the fact that either to go from the business section of the city of Seattle, to the Interlaken district, or from their homes to the business section of the city of Seattle, a patron is required to wait twice for the street car, unless the car should happen to be at the place of boarding at the time the passenger arrives at such place.

The transcript of the evidence is filled with testimony tending to show that such service is very unsatisfactory, to say the least, to the patrons of the 23d avenue line north of Madison street. The testimony of Ellen Powell Dabney, supervisor of the public schools of the city of Seattle, is representative of this class of testimony. She said: "My friends have almost ceased to come to see me because of the long time it takes for them to come. (Q.) Do they openly criticise the service? (A.) Always. I am giving a social function a week from next Saturday and I am employing a jitney bus to bring fifty people to my home, because I cannot have a social function at my home and use the cars. I have done that twice before." That to be required to wait twice for a street car in order to reach one's residence is a detriment that works against the development of the district, as well as an aggravation, hardly needs testimony to substantiate.

The term "service" is referred to in the act creating the Public Service Commission, section eight, as follows: "The term 'service' is used in this act in its broadest and most inclusive sense."

In Public Service Commission of Washington, Complainant, v. Puget Sound Traction, Light & Power Company, Respondent, No. 1832, the Commission said:

"The company also contends that to perform the service required in the foregoing order will prevent the company from earning a sufficient return on its investment. Section 9 of chapter 117 of the Session Laws of 1911 provides:

"'Every common carrier shall construct, furnish and provide safe, adequate and sufficient service facilities—to enable it to promptly, expeditiously, safely and properly receive, transport and deliver all persons or property, etc.'

"To furnish adequate and sufficient service facilities to enable it to promptly, expeditiously, safely and properly transport passengers is the primary duty of the respondent. This duty is not dependent on the ability of the company to earn a return on its investment. It is the performance of this duty which entitles the respondent to a return on its investment.

"The service for which the company is entitled to receive compensation in the form of a return on its investment is the service defined by law, that is, adequate and sufficient. The law does not authorize the respondent to demand a return on its investment for providing a service which is fifty per cent adequate and sufficient, or anything less than one hundred per cent adequate and sufficient.

"The measure of compensation to which respondent may be entitled is not graduated according to the degree of proficiency with which it discharges its duty. The law does not authorize respondent to demand one-half of a reasonable return on its investment for furnishing a service which is fifty per cent adequate and sufficient. Hence a proceeding such as this, to require respondent to provide adequate and sufficient service facilities, is not a proceeding affecting rates. It is not incumbent upon the Commission to make a valuation of respondent's property before requiring the respondent to furnish adequate and sufficient service facilities. Respondent may not defend against such requirement by showing that the particular service demanded is not profitable, and in this case it is no defense for the company to show that a particular line of its system is or is not profitable.

"Wyman on 'Public Service Corporations,' vol. 1, sec. 809;

"*Platt v. LeCocq*, 150 Fed. 391;

"*Mayor v. Dry Dock E. B. & B. R. Co.*, 133 N. Y. 104, 33 N. E. 563;

"*Atlantic Coast Line R. R. v. North Carolina Corporation Commission*, 206 U. S. 1;

"*Washington P. & C. Ry. Co. v. Magruder*, 198 Fed. 218."

The same contention is made in this case by the respondent company. The Commission sees no reason now to recede from the position taken in Cause No. 1832.

This Commission, in Cause No. 1832, laid down the principle that service was the primary obligation of a public utility; that rates are a secondary consideration; the public is entitled to adequate and sufficient service. If the rates are not sufficient to provide such service they should be increased, but service should not in any case be dependent upon the rates and the utility should not be permitted to furnish inadequate service in order that it might increase its return. In this case the service to the district served by the 23d avenue line is inadequate. It is a constant source of aggravation and annoyance to the residents of that district. It is specially aggravating during the rush hours, that is, between seven and nine in the morning and between five and seven in the afternoon. The defendant company should be required to remedy this condition. The 23d avenue line is in reality a crosstown line only between Madison street and Jackson street. Over ninety per cent of the patrons of the line north of Madison street transfer downtown. Under the present system ninety per cent of the passengers are inconvenienced in order to accommodate ten per cent. A shuttle service between Madison street and Jackson street will take care of all of the passengers desiring to use that service, as nearly the

entire district is served by lines running direct to the business center of the city.

The defendant company has produced testimony going to show that the 23d avenue line is operating at a loss. This may be true. The Commission, however, must consider street car service as a whole, as branches are operated as feeders and are necessary to make the service as a whole profitable; while many short branches may not be profitable, others are profitable, and it is as a whole the system must be considered.

The Commission is now valuing this property as a whole and the additional cost required to serve the Interlaken district will be considered by the Commission in fixing the rate of return.

NOW, THEREFORE, The Commission being fully advised in the premises, having personally investigated the physical facts, and having heard all of the testimony, and arguments of counsel, and being fully advised in the premises, finds the facts to be:

I

That respondent is a corporation organized under the laws of the state of Massachusetts, owning and operating a system of street railway lines in the city of Seattle.

II

That respondent operates, among other street railway lines in the city of Seattle, a line extending from Lake Washington along East Madison street, Madison street and other streets and avenues to the business center of the city of Seattle, which is known as the Madison street route. The respondent also operates a street railway line extending from Lake Washington to the business center of the city of Seattle over Jackson street and Yesler way routes. Respondent operates a street railway line on what is known as the 23d avenue route, which line extends from the intersection of Jackson street by 23d avenue south, along 23d avenue south, 23d avenue and 23d avenue north to Turner way, thence northeasterly on Turner way to 24th avenue north, thence north along 24th avenue north and Mont Lake boulevard to the government canal, which 23d avenue line connects with street car lines on said Madison street route and Yesler way route and Jackson street route to the business section of the city of Seattle.

III

That the district served by the 23d avenue line north of Madison street is designated as the Interlaken district; that said district is a residential portion of the city of Seattle fairly well populated and the population is rapidly increasing.

IV

That over ninety per cent of the persons residing in the Interlaken district who are required to use the 23d avenue line transfer from said line to the business section of Seattle and less than ten per cent of

the patrons of said 23d avenue line use said line as a cross-city line to go to any other portion of the city of Seattle than the business section of said city.

V

That the patrons of said line who reside in said Interlaken district on or near 23d avenue north, desiring to go from their homes to the business section of the city of Seattle, or from the business section of the city of Seattle to their homes, are required to board said car twice and often to wait a considerable length of time for a street car in order to go either to the business section of the city of Seattle or from the business section of the city of Seattle to their homes.

VI

That nearly every other residential section of the city of Seattle has direct street car service and that the service now provided by the respondent company to said Interlaken district and to 23d avenue north is a detriment to said district as a residential district as well as an inconvenience to the residents of said district, and said service is inadequate and insufficient especially between the hours of seven and nine in the morning and five and seven in the evening, when the residents of said district are on their way to and from business.

NOW, THEREFORE, IT IS ORDERED, That the respondent company within sixty days after the date of the service of this order route the cars on 23d avenue north, between the hours of seven and nine in the morning and five and seven in the evening, down Madison street to the business section of the city, said cars to be operated at the same intervals as now operated by the 23d avenue line north of Madison street; that said respondent company operate between Madison street and Jackson street during said period of time, a shuttle service.

No. 1801.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PACIFIC NORTHWEST TRACTION COMPANY, *Respondent*.

VALUATION FINDINGS.

The above entitled cause having been consolidated for the purpose of receiving evidence and hearing, with the case of F. W. Browne v. Pacific Northwest Traction Company, No. 1539, and the case of O. J. Travis et al. v. Pacific Northwest Traction Company et al., No. 1648, and together with said cases Nos. 1539 and 1648 having come on regularly for hearing before the Public Service Commission of Washington at Seattle, Washington, on December 8, 1914, Chairman Chas. A. Reynolds and Commissioners Arthur A. Lewis and Frank R. Spinning being present, complainant in said Cause No. 1539 being represented by Mr. Whitham, his attorney, and complainants in said Cause No. 1648 being represented by Messrs. Sherwood and Mansfield, their attorneys, the Pub-

lic Service Commission of Washington being represented by Scott Z. Henderson, Assistant Attorney General, and respondents being represented by Mr. Jas. B. Howe, their attorney, witnesses were sworn and examined and hearing concluded.

Having fully considered the evidence and being fully advised in the premises, the Commission now makes and enters in said Cause No. 1801, the following

FINDINGS OF FACT.

That respondent Pacific Northwest Traction Company is a corporation owning, operating and managing an electric railway line extending from the city of Seattle, Washington, to the city of Everett, Washington, which is hereinafter referred to as the "Southern Division"; that respondent also owns, operates and manages an electric railway line extending from the city of Bellingham to Mount Vernon, Washington, with a branch line extending from Burlington to Sedro Woolley, Washington, together with lighting systems in Mount Vernon, Burlington and Sedro Woolley, which railway line, electric light system and branch line are hereinafter referred to as the "Northern Division."

That the railway lines and electric lighting systems constituting the northern division have no physical connection with the railway line referred to as the southern division, said northern division and southern division serving separate, distinct, and independent communities, neither division contributing to or receiving any benefit from the traffic or business of the other division.

II

That the cost of construction and equipment of said southern division was and is the sum of \$1,307,750.96, which includes the amount expended in permanent improvements, all of the cost of which improvements were charged to construction, no part thereof having been charged to operating expenses.

The present cost of construction, as compared with the original cost, is \$1,042,613.00. That the cost of reproducing said property in its present condition is the sum of \$955,825.00.

III

That the capital stock of the Pacific Northwest Traction Company consists of common stock, \$2,000,000; preferred stock, \$600,000; total, \$2,600,000. That the funded indebtedness of said Pacific Northwest Traction Company is \$3,100,000 in addition to which notes of said Pacific Northwest Traction Company, amounting to \$177,000 are held by the Puget Sound Traction, Light & Power Company, one of the respondents in said Cause No. 1648.

That it is impossible to ascertain the present market value of such capital stock or funded indebtedness for the reason that such capital stock and all of the obligations representing such indebtedness are held by said Puget Sound Traction, Light & Power Company, are not upon the market and no market value thereof has been established.

IV

That the expenditure of money in the cost of construction of said railway line described as the southern division, commenced, as nearly as can be ascertained, about the month of March, 1906, and returns in the shape of dividends were first received by respondent on June 30, 1911; that the time intervening between the expenditure of money in the cost of construction and the time when returns in the shape of dividends were first received by respondent, was, as nearly as can be ascertained, five years and four months.

V

That the probable earning capacity of said property referred to as the southern division, under the rates now charged, is \$300,000 per annum, gross.

That the sum required to meet fixed charges of said southern division (interest on bonds) is \$80,000 per annum. That the sum required to meet operating expenses of said southern division is \$155,000 per annum, including taxes.

VI

That the city of Seattle, Washington, the southern terminal of said railway line extending from said city of Seattle to the city of Everett, Washington, is a growing city with a population of approximately 300,000 inhabitants; that the city of Everett, the northern terminal of said railway line, is a growing city with a population of approximately 32,000 inhabitants. That the territory between said cities, tributary to said line, consists of timber and logged off lands suitable, when cleared, for suburban homes and small farms and that the development thereof has been initiated by the construction and operation of said line and such territory should continue to develop and to materially increase the traffic of said railway in addition to the increase of traffic which should result from the continued development and expansion of said terminal cities.

VII

That said railway described as the southern division is located through a district, the topography of which is well adapted to railway construction, being on the whole practically level, and, with few exceptions, free from rolling hills or substantial depressions. That the grades of said southern division are as follows.

615 feet of 2.85 per cent.

850 feet of .60 per cent.

250 feet of 2.58 per cent.

1,300 feet of 2.15 per cent.

2,956 feet of 2 per cent.

That the maximum curvature of said railway is 20 degrees, angle 90 degrees, 31 minutes.

That the grades, curvatures, and other physical conditions affecting the movement of traffic and business on said railway described as the southern division are very satisfactory and better than similar conditions generally prevailing on other railway lines in the state.

VIII

That the expenditures already made by said company in procuring said property were such as were justified by the then existing conditions and such as might reasonably be expected in the immediate future; that the money expended by said company has been reasonable for the present needs of said property and for such needs as may reasonably be expected in the immediate future.

From a consideration of all the evidence and all of the conditions which the Commission should take into consideration, the Commission finds and concludes that the market and fair value of said railway line extending from the city of Seattle to the city of Everett, Washington, and all of the property which pertains to said railway, considered as an entity and a going concern, was and is \$1,150,000 as of the 30th day of June, 1914.

No. 1819.

D. D. DAY *et al.*, *Complainants*, v. TACOMA RAILWAY & POWER COMPANY,
A CORPORATION, *Respondent*.

The Commission heretofore, on the 30th day of April, 1915, entered an order in the above entitled matter, whereby the Commission approved the abandonment by the respondent, of its line and service between Lemmons Beach and Chambers Creek, and reference is made herein to said order for a more particular statement of the findings of this Commission in said matter.

Since the entering of said order the Tacoma Railway & Power Company has filed with the Commission a petition asking the approval of the Commission for the abandonment of the service on the line of the Tacoma Railway & Power Company between Chambers Creek and the town of Steilacoom.

The hearing on the last mentioned petition came on before the Commission at Olympia, Washington, on November 15th, 1915, before A. A. Lewis and F. R. Spinning. The complainants were represented by Hon. B. S. Grosscup, their attorney, the respondent was represented by L. H. Bean, its manager, the Commission was represented by Scott Z. Henderson, Assistant Attorney General, testimony was taken and arguments heard at said hearing.

Since the hearing last referred to the Tacoma Railway & Power Company has filed a stipulation with this Commission, which stipulation was served upon Grosscup and Morrow, attorneys for complainants, on December 28th, 1915, and by the terms thereof the Tacoma Railway & Power Company agrees, if allowed to abandon the service on the old Steilacoom line between Lemmons Beach and the town of Steilacoom, to construct one wagon bridge and two foot bridges over and across Chambers Creek in Pierce county, Washington, in the places designated on the blue print annexed to said stipulation, the said bridges to be

constructed under the supervision of and to the satisfaction of the board of county commissioners of Pierce county.

From the evidence produced the Commission is of the opinion that the public convenience will be served by the building of the proposed line of the Pacific Traction Company from the insane asylum to the town of Steilacoom, and the Commission finds that the old line of the Tacoma Railway & Power Company between Lemmons Beach and Steilacoom did not serve a sufficient traffic to justify the operation of said line through the territory in which the said line operated, and that from a consideration of the testimony, it does not appear to the Commission that sufficient traffic will be available to justify a continuance of said line between Lemmons Beach and Steilacoom.

The Commission is further of the opinion that if the Railway Company builds and operates the proposed line between the state asylum and the town of Steilacoom, it would be unreasonable for this Commission to compel said Railway Company to continue the service between Lemmons Beach and the town of Steilacoom.

IT IS THEREFORE ORDERED, That the service of the Tacoma Railway & Power Company between Lemmons Beach and the town of Steilacoom may be discontinued and abandoned from and after the date when the railway line is completed between the insane asylum and the town of Steilacoom, and service established thereon, and the Commission hereby gives its consent to the said abandonment referred to, upon the following conditions, to-wit:

That the said Tacoma Railway & Power Company shall construct one wagon bridge and two foot bridges over and across Chambers Creek in Pierce county, in the places designated on the blue print annexed to the stipulation heretofore referred to, and by reference made a part hereof.

The said wagon bridge and foot bridges to be constructed under the supervision of, and at the points designated, to the satisfaction of the said board of county commissioners, and subject to the approval of said board.

No. 1871.

JAMES A. DOUGAN, ON BEHALF OF HIMSELF AND ALL OTHER PERSONS
SIMILARLY SITUATED, *Complainants*, v. PUGET SOUND TRACTION,
LIGHT & POWER COMPANY, *Respondent*.

Complaint relating to commutation tickets and rates on so-called Ferry line, in West Seattle.

Complainant having advised the Commission that by reason of changed conditions since the institution of the above entitled proceeding there now exists no reason why said proceeding should be heard,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 1881.

THE PUBLIC SERVICE COMMISSION OF THE STATE OF WASHINGTON, ON THE
RELATION OF THE CITY OF SEATTLE, *Complainant*, v. PUGET SOUND
TRACTION, LIGHT N POWER COMPANY, A CORPORATION, *Defendant*.

Complaint relating to discontinuance of traffic arrangement between respondent and the port commission.

This matter coming on to be heard upon an application of the City of Seattle for a dismissal of the above entitled cause, and the Commission being fully advised in the premises,

IT IS ORDERED, That the above entitled cause be, and the same is hereby, dismissed without prejudice.

No. 1944.

PUGET SOUND TRACTION, LIGHT & POWER COMPANY, A CORPORATION, *Complainant*, v. THE CITY OF SEATTLE, *Respondent*.

ORDER DENYING MOTION TO DISMISS.

Petition filed by complainant for abrogation of certain franchise provisions.

This cause came on for hearing before the Public Service Commission of Washington at its office in Olympia, Washington, on December 14, 1915, on the motion of respondent to dismiss the complaint in this proceeding. The Commission having heard argument of counsel, and being fully advised in the premises,

IT IS ORDERED, That respondent's motion to dismiss be, and the same hereby is, denied.

No. 1953.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. SEATTLE, RENTON & SOUTHERN RAILWAY COMPANY AND SCOTT CALHOUN AND JOSEPH PARKIN, RECEIVERS, *Respondents*.

FINDINGS OF FACT AND ORDER.

This cause came on for hearing before the Public Service Commission of Washington at Seattle, Washington, September 20, 1915, Chairman C. A. Reynolds and Commissioner Frank R. Spinning being present. The parties on whose petition the Commission filed the complaint in this proceeding were represented by Mr. W. B. Allison and respondent was represented by Mr. W. R. Crawford. Witnesses were sworn and examined and the hearing concluded. The Commission having considered the evidence and being fully advised in the premises, makes the following

FINDINGS OF FACT.

I

That the Seattle, Renton & Southern Railway Company is a street railway company, operating street railways in the city of Seattle and an interurban railway from the southern limits of the city of Seattle southerly through Bryn Mawr and to communities beyond Bryn Mawr for the public use in the conveyance of persons and property for hire.

II

For several years prior to the commencement of this proceeding respondent stopped its cars for receiving and discharging passengers, and maintained a small waiting shed for the accommodation of such passengers, at a point north of and near the southerly city limits of the city of Seattle. A short time prior to the commencement of this proceeding respondent discontinued the practice of stopping cars at said point for receiving or discharging passengers and removed said waiting shed. The waiting shed was located on private property not belonging to respondent. The railway track is located approximately twenty feet from the northeasterly line of Rainier Avenue, and the space between the railway track and Rainier Avenue is private property not owned by respondent. During the time that respondent stopped its cars at said point for receiving and discharging passengers such passengers of necessity crossed said strip of private property in going to and from respondent's cars. About three months prior to the commencement of this proceeding respondent was ordered by the owner of said private property to remove said waiting shed from said property, whereupon respondent removed said shed and discontinued stopping its cars at said point.

III

At the intersection of Rainier Avenue and 75th Avenue south, which point is approximately 1,000 feet northwesterly from the city limits, measured along the center line of said Rainier Avenue, respondent makes regular stops for receiving and discharging passengers, and maintains a waiting shed for their accommodation. The only dwellings between 75th Avenue south and Ryan street, which is located adjacent to, north of and parallel with the southern city limits of Seattle, are described and located as follows: One house between Rainier Avenue and Waters Avenue, located 166 feet southeasterly along Rainier Avenue from the center line of 75th Avenue south; one house between Rainier Avenue and Waters Avenue, located 230 feet measured along Rainier Avenue southeasterly from the center line of 75th Avenue; one house located between Rainier Avenue and Lake Washington and 210 feet measured along Rainier Avenue southeasterly from the center line of 75th Avenue south; one house located between Rainier Avenue and Waters Avenue and 700 feet measured along Rainier Avenue southeasterly from the center line of 75th Avenue south; one house located on the shore of Lake Washington, 775 feet measured

along Rainier Avenue southeasterly from the center line of 75th Avenue south. There are no other dwellings located in the vicinity of the point where respondent's railway line intersects the southern limits of the city of Seattle.

IV

Near the north end of Grand Avenue in the village of Bryn Mawr respondent makes regular stops for receiving and discharging passengers, and maintains a waiting station for their accommodation, which waiting station is about 450 feet southeasterly from the north line of the platted portion of Bryn Mawr. There are but two dwellings located between the north line of the platted portion of Bryn Mawr and the southerly limits of the city of Seattle which are in any way tributary to respondent's line. One of these dwellings is located 840 feet northwesterly from said waiting station at Bryn Mawr and 3,675 feet southeasterly from the point where respondent's railway intersects the southerly limit of the city of Seattle, while the other dwelling referred to is located 1,240 feet northwesterly from the Bryn Mawr station and 3,275 feet southeasterly from the point where respondent's railway intersects the southern limit of the city of Seattle.

V

The complaint in this proceeding was filed by the Commission on its own motion in response to a petition presented to the Commission bearing about 127 signatures. All of the persons whose names appear upon said petition reside at or near the village of Bryn Mawr, and none of them reside at or in the vicinity of the point where respondent's railway intersects the southern limit of the city of Seattle. No person residing at or in the vicinity of the last described point appeared or was represented at the hearing and no complaint from any person residing at or in the vicinity of such point has been received by the Commission.

VI

It was not contended by any of the persons who appeared or were represented at the hearing that the service facilities of respondent at Bryn Mawr station are inadequate or insufficient, and no evidence was introduced tending to show that respondent's service facilities are inadequate or insufficient to enable it to promptly, expeditiously and properly receive, transport and deliver persons destined to or from Bryn Mawr station. The only reason offered in support of the complaint in this proceeding is that many of the people residing at or in the vicinity of Bryn Mawr station frequently walked to or from the station stop formerly maintained near the southern limit of the city of Seattle, thereby saving five cents, the fare on the street railway line in the city of Seattle being limited by ordinance to five cents, while an additional fare of five cents is charged by respondent for transportation between the southern limit of the city of Seattle and Bryn Mawr station. No evidence was introduced to show that the station stop

maintained by respondent at 75th Avenue south was not adequate and sufficient to enable the respondent to promptly, expeditiously and properly receive, transport and deliver persons destined to or from the locality served by said station stop at 75th Avenue south, or the locality which was served by the station stop formerly maintained by respondent at or near the point where its railway intersects the southern limit of the city of Seattle.

CONCLUSIONS.

The Commission is of the opinion, and concludes, that to require respondent to stop its cars for receiving or discharging passengers, or to maintain a waiting shed for the accommodation of passengers at or near the point where its railway intersects the Southern limit of the city of Seattle would be, under the circumstances and conditions shown by the evidence in this case, an unreasonable and unwarranted interference with the rights of respondent. It was not contended, and no evidence was introduced tending to show, that respondent's service facilities at 75th Avenue south are not adequate and sufficient to enable respondent to properly serve patrons destined to or from points in the vicinity thereof, or points in the vicinity of the intersection of the Southern limit of the city of Seattle by respondent's railway. Neither was it contended or shown by evidence that respondent's service facilities at Bryn Mawr station are not adequate and sufficient to enable it to properly serve patrons destined to or from that station or points in the vicinity thereof. The evidence does show that the station at Bryn Mawr better serves the convenience of respondent's patrons destined to or from said Bryn Mawr station, or points in the vicinity thereof, than would a station located at or in the vicinity of the point where respondent's railway intersects the southern limit of the city of Seattle. The fact that patrons of respondent destined to or from Bryn Mawr station or points in that vicinity may walk to the southern limits of the city of Seattle and by boarding respondent's cars at that point save a portion of the fare for such patrons would otherwise be required to pay, in no way promotes the convenience of such patrons. On the other hand such an arrangement would tend to inconvenience respondent's patrons. This inconvenience would exist, even though some of such patrons may be willing to suffer such inconvenience in order thereby to secure a five cent rate for transportation over the remainder of their journey to or from the city. The question involved here does not concern the right of a patron to transportation over respondent's line between points in Seattle and the southern limit of the city of Seattle for a single fare of five cents. The Commission assumes that this right exists and that upon a proper showing that patrons of respondent destined to or from the point where respondent's railway intersects the southern limit of the city of Seattle, or points in that vicinity, could be promptly, expeditiously and properly received and transported by respondent only by receiving and delivering passengers at the southern limits of the city, and that it

is practicable to receive and deliver such passengers at that point, it would be reasonable to require respondent to receive and deliver passengers there and provide for their accommodation. However, the question which must be determined in this case is whether or not it is reasonable to require respondent to stop its cars, and provide for the accommodation of passengers at the southern limits of the city of Seattle when such passengers are destined to or from Bryn Mawr station and points in that vicinity, where adequate and sufficient service facilities are maintained by respondent. In other words, is it reasonable to require respondent to maintain two stations and make two stops in order that some of its patrons may walk a portion of their journey and thereby save a portion of the fare. Being satisfied that it is not reasonable to require respondent to maintain two stations for the purpose indicated, and that an order having that effect would be unreasonable and contrary to law, the Commission will dismiss this proceeding.

WHEREFORE, IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 4017.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF CITY OF SEATTLE, *Complainant*, v. PUGET SOUND TRACTION, LIGHT & POWER COMPANY, *Respondent*.

FINDINGS OF FACT AND ORDER.

This cause came on for hearing before the Commission at Seattle, Washington, on April 10, 1916, Chairman C. A. Reynolds and Commissioner Frank R. Spinning being present. The city of Seattle was represented by Mr. Walter F. Meier, assistant corporation counsel. Respondent was represented by Mr. James B. Howe, its attorney. Witnesses were sworn and examined and cause continued until April 17, 1916, at which time and place this cause came on for hearing before the Commission, Chairman C. A. Reynolds and Commissioner Frank R. Spinning being present, and the parties being represented as theretofore. Witnesses were sworn and examined and hearing concluded.

The Commission having considered the evidence and being fully advised in the premises makes the following

FINDINGS OF FACT.

I

That respondent is a street car company, being a corporation authorized to transact business in the state of Washington, owning, controlling, operating and managing a system of street railroads in the city of Seattle, Washington.

II

Respondent operates the following described street railroad lines in the city of Seattle:

<i>Name of Line</i>	<i>Miles in Length</i>	<i>No. of Cars Operated</i>	<i>Running Time</i>
Alki Point	8.852	13	50 to 70 Min.
Ballard Beach	7.492	7	40 to 45 Min.
Ballard North	6.455	8	30 to 37 Min.
Broadway	4.524	16	30 to 35 Min.
Capital Hill	3.597	11	25 to 30 Min.
Eastlake	6.931	30	40 to 50 Min.
East Queen Anne.....	4.411	7	30 to 35 Min.
East Union, 26th Ave. S.....	5.166	14	35 to 40 Min.
Fauntleroy Park	9.222	18	60 to 75 Min.
Fort Lawton	6.675	5	35 to 40 Min.
Fremont-Ballard	7.511	13	40 to 50 Min.
Green Lake	7.181	18	35 to 45 Min.
Madison Electric	4.565	18	25 to 35 Min.
Kinnear-Beacon	6.628	16	40 to 48 Min.
Madrona	3.633	10	24 to 30 Min.
Meridian Avenue	6.509	12	40 to 45 Min.
Mount Baker and 19th Ave.....	7.228	13	45 to 50 Min.
North Queen Anne.....	4.457	12	30 to 35 Min.
Phinney Avenue	7.050	26	35 to 45 Min.
South Park	5.893	8	30 to 35 Min.
South Seattle	4.027	6	20 to 30 Min.
Twenty-third Avenue	3.884	3	15 to 20 Min.
Wallingford	5.944	12	30 to 40 Min.
West Queen Anne.....	4.764	14	25 to 30 Min.
West Woodland	6.350	7	35 to 40 Min.

III

Respondent's car equipment consists of forty-seven cars equipped with heaters, twenty-two of which are of the closed type known as the "700" type and twenty-five of which are open end cars known as the "600" type. The twenty-two closed cars are of the two motor maximum traction type and can be operated only on lines running up to about seven per cent grade. These cars have been distributed in the north end of the city and are operated on the Meridian, Green Lake and Fremont-Ballard lines, the remainder of the cars operated, approximately 303 double truck cars and 31 single truck cars, are not equipped with heating apparatus. Of the 381 passenger cars operated by respondent 207 are open end cars. The 25 open end cars were equipped by respondent after such cars had been in use some time, the heating apparatus being located beneath the seats, with a sheet-iron shield between the heater and the seat designed to deflect the heat and cause same to rise behind the seat.

IV

Attached hereto, marked "Exhibit A" and made a part of these findings, is a statement covering the three winters last past and showing the number of days during the months of November, December, January and February on which the minimum and mean temperatures

were between 40 and 35 degrees, between 35 and 30 degrees and below 30 degrees, Fahrenheit. The minimum temperature was below 40 degrees Fahrenheit for 61 days during the winter of 1913-1914; for 69.5 days during the winter of 1914-1915 and for 84.5 days during the exceptionally cold winter of 1915-1916.

V

To complete the equipment of respondent's passenger cars with heating apparatus would require equipping 303 double truck cars and 31 single truck cars, which would cost upwards of \$29,000, allowing six heaters to the car. To equip the double truck cars with 10 heaters to the car, and the single truck cars with six heaters to the car would cost upwards of \$39,000. Advances in the cost of material made since the estimates on the cost of equipping respondent's cars with heating apparatus were compiled, have been such that the amount required therefor would now be considerably in excess of the sums stated.

The 207 open end cars referred to are closed with vestibule, doors, etc., at the head end and for about two-thirds of the length of the car, while the rear portion of the car is open on the sides and at the rear end. Curtains are provided along the sides of the rear portion of the car which may be raised or lowered. During stormy or cold weather the rear portion of a car of this type is unsatisfactory. The curtains permit strong drafts, and it is impracticable to heat the rear portion of the car properly. It is practicable to provide sash with glass which may be placed on the outside over the curtains, on each side of the rear portion of such cars, thereby closing both sides of the cars for use during the fall, winter and spring months. The sash may be removed during the summer months. The cost of equipping the 207 cars of this type with sash and glass, in the manner indicated, would be approximately \$7,500. It is necessary to equip all of respondent's cars of the open end class with sash and glass in the manner described in order to make respondent's service facilities and equipment safe, adequate and sufficient to enable it to safely and properly receive, transport and deliver persons, and to promote the safety, health, comfort and convenience of its patrons, employees and the public.

VI

Respondent's Alki Point, Ballard Beach and Fauntleroy Park lines are located principally along the water front where the atmospheric conditions during the fall, winter and spring months are such that in view of the length of these lines and the time required for transportation of persons thereon, the need for artificial heat in the cars is greater than other lines operated by respondent.

In order that respondent's service facilities and equipment may be made safe, adequate and sufficient to enable it to properly receive, transport and deliver persons on said Alki Point, Ballard Beach and Fauntleroy Park lines and to promote the safety, health, comfort and convenience of respondent's patrons, employees and the public, it is

necessary that all cars operated by respondent on the three lines last mentioned should be properly equipped with heating apparatus and that the temperature in said cars should be maintained between 40 and 60 degrees Fahrenheit when the minimum temperature outside falls below 40 degrees. The Alki Point line is 8.852 miles in length and from 50 to 70 minutes are required for operation of cars thereover; 13 cars are operated on this line. The Ballard Beach line is 7.492 miles in length and from 40 to 45 minutes are required for operating cars thereover; seven cars are operated on this line. The Fauntleroy Park line is 9.222 miles in length and from 60 to 75 minutes are required for operating cars thereover; 18 cars are operated on this line. In order that respondent may provide cars with suitable heating apparatus for the three lines referred to without disturbing the distribution of the 47 cars which are now equipped with heating apparatus it will be necessary for respondent to equip 38 additional cars with suitable heating apparatus, and it will be necessary to provide six heaters in single truck cars and 10 heaters in double truck cars in order to secure proper distribution of heat.

Cars with heaters located beneath the seats are not adequate and sufficient for the reason that the particular seats beneath which the heaters are located become too warm to promote the health, comfort and convenience of passengers, while the heat is not properly radiated throughout the car and other seats and other portions of the car become too cold to promote the health, comfort and convenience of passengers. It will cost about \$5,000.00 to equip 38 double truck cars with 10 heaters to the car. Due to advancing prices of metals the cost of equipping these 38 cars with heaters may exceed the sum of \$5,000.00 by as much as 25 per cent. Conditions peculiar to the three lines mentioned are such that an expenditure of approximately \$7,500.00, if necessary, to promote the health, comfort and convenience of patrons of such lines would, in the judgment of the Commission, be reasonable, necessary and advisable.

CONCLUSION.

The Commission believes that it should require all of the open end cars now used by respondent to be provided with sash and glass for closing the sides of such cars during the winter season, and that the Alki Point, Ballard Beach and Fauntleroy Park lines should be provided with cars having heating apparatus installed and ready for use on or before December 1, 1915.

It appears from the evidence in this case that during the year preceding the hearing, jitney buses operating on streets traversed by respondent's various street car lines deprived respondent of approximately \$500,000.00 in street car fares and that at the time of the hearing such jitney buses were depriving respondent of over \$1,000.00 per day.

The Commission will order the open end cars to be closed with sash and glass in the manner hereinbefore indicated, as well as heated car service on the Alki Point, Ballard Beach and Fauntleroy Park lines be-

cause of the peculiar conditions affecting these lines. No order will be made at this time relative to installing new heaters in cars on any of the lines except the three mentioned, for the reason that the Commission is convinced it would not be reasonable to require the respondent to make the necessary expenditures.

WHEREFORE, IT IS ORDERED, That respondent provide sash with glass for the open end cars of the "600" type, suitably constructed for closing in the open sides of such cars during the winter months and install heaters in the 38 cars operated on the Alki Point, Ballard Beach and Fauntleroy Park lines, such heaters to be suitably located and not beneath car seats, with not less than six heaters in single truck cars, or ten heaters in double truck cars; all of said sash with glass and heaters to be provided, installed and ready for use not later than December 1, 1916, and change heaters already installed by removing them from beneath the seats to a place where the heat will properly radiate throughout the car.

EXHIBIT A.

MONTH	YEAR	NUMBER OF DAYS MINIMUM TEMPERATURE WAS				NUMBER OF DAYS MEAN TEMPERATURE WAS			
		Between 40°-35°	Between 35°-30°	Below 30°	Total	Between 40°-35°	Between 35°-30°	Below 30°	Total
November	1913	8.5	0.0	0.0	8.5	0.0	0.0	0.0	0.0
December	1913	9.5	7.5	2.0	19.0	8.0	0.0	0.0	8.0
January	1914	13.5	5.0	0.0	18.5	5.0	0.5	0.0	5.5
February	1914	4.0	8.0	3.0	15.0	8.0	2.0	0.0	10.0
November	1914	7.0	1.0	0.0	8.0	0.0	0.0	0.0	0.0
December	1914	7.5	6.0	8.5	22.0	6.0	8.0	0.0	14.0
January	1915	12.5	12.0	1.5	26.0	14.0	0.0	0.0	14.0
February	1915	10.0	3.0	.5	13.5	1.0	0.0	0.0	1.0
November	1915	14.5	3.5	0.0	18.0	3.0	0.0	0.0	3.0
December	1915	9.5	3.5	2.0	15.0	7.5	1.5	1.0	10.0
January	1916	3.6	8.5	22.5	29.5	6.0	8.0	14.0	28.0
February	1916	12.0	6.5	3.5	22.0	4.0	4.5	0.0	8.5

DISPOSITION OF CASES AFFECTING ELECTRIC LIGHT AND POWER PLANTS.

No. 1851.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF EVERETT TRADES COUNCIL, *Complainant*, v. PUGET SOUND INTERNATIONAL RAILWAY & POWER COMPANY, A CORPORATION, *Respondent*.

OPINION, FINDINGS OF FACT AND ORDER.

This cause came on regularly for hearing at Everett, Washington, on the 23d day of March, 1915, before the Public Service Commission of Washington, there being present Chairman C. A. Reynolds and Commissioners Arthur A. Lewis and Frank R. Spinning, the complainant, Everett Trades Council, being represented by R. J. Fausett, its attorney, and the Everett Railway, Light & Water Company and Puget Sound International Railway & Power Company being represented by their attorney, J. A. Coleman.

Testimony was offered on the part of the Public Service Commission of the State of Washington, the complainant, and the defendant companies, and briefs filed herein, and the cause finally submitted to the Commission for its decision.

The property of the defendant company was valued by a former Commission, under date of February, 1912, in cause No. 447. From the transcript of the testimony in that case, and the findings filed therein, it appears, first, that the actual cost of the property at that time was \$1,817,164. The cost of reproducing the property new was found to be \$2,073,187. The depreciated value of the property was found to be \$1,704,616. The earnings of the company for December, 1911, were found to be as follows:

Water system	\$66,007
Railway system	48,434
Light & Power Company.....	20,121

The fair value of the property used and useful in the public service, as of that date, was found by said Commission to be \$2,000,000.

Additions have been made to the respondent's property since said date, as follows:

Railway department	\$63,561 56
Light and power department.....	27,465 48
Water department	79,565 50

Total.....\$170,592 54

Accepting the fair value found by the former commission, for the purposes of this case, to be correct, and adding thereto \$170,592.54, the fair value for rate making purposes at this date, would then be the sum of \$2,170,592.54.

The light and power department shows a gross revenue for 1914 of \$184,527.55, and a net revenue, less taxes, of \$88,884.06. The segregated value of the light and power department is the sum of \$469,465.48, and the return upon that value, excluding depreciation, is 18.93%. It seems that Mr. Gillett and Mr. Gray have allowed 3.12% for depreciation. Deducting 3.12% from 18.93%, the return of the defendant company, we have a return upon the fair value of this property of 15.81%. It is needless to say that this return is far in excess of the fair, reasonable, just and sufficient return contemplated by the statute or which a utility of this nature should be allowed.

Commission's Exhibit No. 1, page 17, discloses the fact that about 75% of the consumers of electrical energy for residential lighting use less than twenty kilowatt hours, and about 90% use less than thirty kilowatt hours. It also appears from an examination of said data that 44% of the patrons of said company pay the minimum charge of one dollar.

From the foregoing it would appear, and the Commission now finds, that the rates for residential lighting, as disclosed by "Schedule A" of respondent's tariff, and "Schedule B," commercial lighting, of the tariff on file in the office of the Public Service Commission of Washington, are unreasonable, unjust and excessive.

The Commission further finds that the following schedules for residential lighting and commercial lighting are just, fair, reasonable and sufficient:

SCHEDULE "A"—TARIFF NO. 4.

LIGHTING RATES FOR RESIDENCES.

First 20 K.W.H., consumption per month..... 7.7c per K.W.H.
Second 20 K.W.H., consumption per month..... 5.5c per K.W.H.
All over 40 K.W.H., consumption per month..... 3.3c per K.W.H.
Subject to a minimum charge of 75c per month.

A discount of 10 per cent to be allowed on bills paid within 10 days from date of mailing or delivery of bill.

SCHEDULE "B"—TARIFF NO. 4.

COMMERCIAL LIGHTING RATES

<i>Per K. W. H.</i>	<i>With Monthly Guarantee.</i>	<i>Being 1-12 of K. W. Year Guarantee.</i>
7.11	\$2.23	\$26.80
6.66	2.68	32.20
6.22	3.13	37.60
5.77	3.58	43.00
5.33	4.02	48.20
4.88	4.47	53.60
4.44	4.91	59.00
4.00	5.37	64.60
3.55	5.81	69.80
3.33	6.27	75.20

The monthly guarantee shall in no case be less than \$1.00.

A discount of 10% on the K. W. H. rate to be allowed on bills paid within ten days from date of mailing or delivery of the bill.

The monthly and annual guarantees are based upon the kilowatts as determined by demand meters or check of service.

It has been suggested to the commission that the railway department should be considered in conjunction with the light and water departments, and the deficiency in return of the railway department be made good out of the excessive return of the other two departments; in other words, that the users of electrical energy or of water should be charged an excessive rate in order that the excess in returns of the water and light might be transferred to the railway department to make the return of such department sufficient. The users of the electrical energy or of the water may, or may not, be patrons of the railway department. The defendant company might be engaged in many different kinds of business. It is unfair to increase the charges to the patrons of one department in order that another department may show a return. The users of light and water have a right to a supply of electrical energy or water at fair, just, reasonable and sufficient rates, independent of whether or no some other department operated by the same company is profitable or otherwise. If the rates of some other department are not fair, they should be made so, but the Public Service Commission has no right under the law to tax users of electrical energy or water in order that the patrons of a street railway may be permitted a low rate, or in order that the utility may be permitted to compete with some other form of transportation. The rates now established by the commission in this instance with the same patronage will allow the company a return of 8% while the Public Service Commission has not, and will not establish any definite return as applicable to all cases, we consider that the return under the rates now established by us to be just, fair, reasonable and sufficient, and this meets the statutory requirement.

The city of Everett is negotiating with respondent company for the purchase of the water department. We have been requested to delay our decision until the termination of these negotiations. The Commission will, therefore, withhold its decision as to the reasonableness of the charges for water for a period of sixty days from the date of the filing of this opinion. If at that time the negotiations between the city and respondent are not completed the Commission will fix fair, just, reasonable and sufficient rates for this department if those now in effect are found to be unreasonable.

Now. THEREFORE, The Commission having fully considered the testimony in this case, and the Findings of Fact herein, and being fully advised in the premises, hereby orders:

I.

That the rates of respondent company named in the tariffs for residential and commercial lighting now on file in the office of the Public Service Commission of Washington be, and the same are hereby, cancelled and set aside.

II.

That the following rates for residential and commercial lighting be, and they are hereby, established and substituted for those cancelled, as the just, fair, reasonable and sufficient rates to be charged by the respondent company for residential and commercial lighting in the city of Everett, and the said respondent company is ordered to file with the Public Service Commission of Washington said schedules:

SCHEDULE "A"—TARIFF No. 4.

LIGHTING RATES FOR RESIDENCES.

First 20 K.W.H., consumption per month..... 7.7c per K.W.H.
Second 20 K.W.H., consumption per month..... 5.5c per K.W.H.
All over 40 K.W.H., consumption per month..... 3.3c per K.W.H.
Subject to a minimum charge of 75c per month.

A discount of 10 per cent to be allowed on bills paid within 10 days from date of mailing or delivery of bill.

SCHEDULE "B"—TARIFF No. 4.

COMMERCIAL LIGHTING RATES

<i>Per K. W. H.</i>	<i>With Monthly Guarantee.</i>	<i>Being 1-12 of K. W. Year Guarantee.</i>
7.11	\$2.23	\$26.80
6.66	2.68	32.20
6.22	3.13	37.60
5.77	3.58	43.20
5.33	4.02	48.20
4.88	4.47	53.60
4.44	4.91	59.00
4.00	5.37	64.60
3.55	5.81	69.80
3.33	6.27	75.20

The monthly guarantee shall in no case be less than \$1.00.

A discount of 10% on the K. W. H. rate to be allowed on bills paid within ten days from date of mailing or delivery of the bill.

The monthly and annual guarantees are based upon the kilowatts as determined by demand meters or check of service.

No. 1851.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON RELATION OF EVERETT TRADES COUNCIL, *Complainant*, v. PUGET SOUND INTERNATIONAL RAILWAY & POWER COMPANY, A CORPORATION, *Respondent*.

OPINION, FINDINGS OF FACT AND ORDER.

This cause came on regularly for hearing at Everett, Washington, on the 23d day of March, 1915, before the Public Service Commission of Washington, there being present Chairman C. A. Reynolds and Commissioners Arthur A. Lewis and Frank R. Spinning, the complainant, Everett Trades Council, being represented by R. J. Fausett, its attorney, and the Everett Railway, Light & Water Company and Puget Sound International Railway & Power Company being represented by their attorney, J. A. Coleman.

Testimony was offered on the part of the Public Service Commission of Washington, the complainant, and the defendant companies, and briefs filed herein, and the cause finally submitted to the Commission for its decision.

Thereafter and on the 15th day of December, 1915, the Public Service Commission of Washington filed herein its Opinion, Findings of Fact and Order, and thereafter respondent company petitioned the Public Service Commission for a rehearing in the above entitled matter, and further arguments were made by the respondent company, and by the representatives of the Everett Trades Council and the City of Everett, and the Commission being now fully advised in the premises, denies the petition of respondent for a rehearing herein and files this its supplemental and final Order in the above entitled matter.

The property of the defendant company was valued by a former commission, under date of February, 1912, in cause No. 447. From the transcript of the testimony in that case, and the findings filed therein, it appears, first, that the actual cost of the property at that time was \$1,817,164. The cost of reproducing the property new was found to be \$2,073,187. The depreciated value of the property was found to be \$1,704,616. Additions have been made to the respondent's property since said date as follows:

Railway department	63,561 56
Light and power department.....	27,465 48
Water department	79,565 50

Total.....\$170,592 54

The Commission now finds the fair value for rate making purposes as of this date, to be the sum of \$2,170,592.54.

The Commission further finds the segregated value of the light and power department as of this date to be the sum of \$469,465.48, and the gross revenue for the light and power department for the year 1914 to be \$184,527.55, and the net revenue less taxes to be the sum of \$88,884.06. The Commission further finds that the net returns upon the segregated value of the light and power department excluding de-

preciation to be 18.93%. Both Mr. Gillette and Mr. Gray have allowed 3.12% for depreciation. After deducting for depreciation the defendant company is earning a net return far in excess of what is just, fair and reasonable, and such as is contemplated by the statute or which a utility of this nature should be allowed.

Commission's Exhibit No. 1, page 17, discloses the fact that about 75% of the consumers of electrical energy for residential lighting use less than twenty kilowatt hours, and about 90% use less than thirty kilowatt hours. It also appears from an examination of said data that 44% of the patrons of said company pay the minimum charge of one dollar.

It will be seen from an examination of the transcript in this case that all of the engineers allowed a utility factor in valuing the watershed property. Such utility factor is eliminated by the courts, even the valuation of rights of way. *Simpson v. Shephard*, 230 U. S. 352.

From the foregoing it would appear, and the Commission now finds that the rates for residential light, as disclosed by "Schedule A" of respondent's tariff, and "Schedule B," of the tariff on file in the office of the Public Service Commission of Washington, are unreasonable, unjust and excessive.

The records of the office of the Public Service Commission will show that maximum rates for residential lighting in cities much smaller than Everett, and where the rates have been voluntarily fixed by the utilities, are as follows:

Redmond	8 cents
Auburn	8 cents
Kent	8 cents
Sumner	8 cents
Enumclaw	8 cents
Renton	8 cents
Puyallup	8 cents
Orting	8 cents
Richmond Beach	8 cents
Issaquah	8 cents
North Bend	8 cents

Rates in the State of California for cities of about the size of Everett, are as follows:

Modesto	7 cents
Red Bluff	7 cents
Redding	7 cents
Chico	7 cents
Stockton	6.5 cents
Antioch	7 cents
Anderson	7 cents
Cottonwood	7 cents
Keanet	7 cents
Corning	7 cents
Sacramento	7 cents

In view of the foregoing, the Commission further finds that the following schedules for residential and commercial lighting in the city of Everett are just, fair, reasonable and sufficient:

SCHEDULE "A"—TARIFF No. 4.

LIGHTING RATES FOR RESIDENCES.

First 60 K.W.H., consumption per month..... 7.7c per K.W.H.
 Second 60 K.W.H., consumption per month..... 5.5c per K.W.H.
 All over 120 K.W.H., consumption per month..... 3.3c per K.W.H.
 Subject to a minimum charge of 75c per month.

A discount of 10 per cent to be allowed on bills paid within 10 days from date of mailing or delivery of bill.

SCHEDULE "B"—TARIFF No. 4.

COMMERCIAL LIGHTING RATES

<i>Per K. W. H.</i>	<i>With Monthly Guarantee</i>	<i>Being 1-12 of K. W. Year Guarantee.</i>
7.11	\$2.23	\$26.80
6.66	2.68	32.20
6.22	3.13	37.60
5.77	3.58	43.20
5.33	4.02	48.20
4.88	4.47	53.60
4.44	4.91	59.00
4.00	5.37	64.60
3.55	5.81	69.80
3.33	6.27	75.20

The monthly guarantee shall in no case be less than \$1.00.

A discount of 10% on the K. W. H. rate to be allowed on bills paid within ten days from date of mailing or delivery of the bill.

The monthly and annual guarantees are based upon the kilowatts as determined by demand meters or check of service.

It has been suggested to the Commission that the railway department should be considered in conjunction with the light and water departments, and the deficiency in return of the railway department be made good out of the excessive return of the other two departments; in other words, that the users of electrical energy or of water should be charged excessive rates in order that the excess in returns of the water and light might be transferred to the railway department to make the return of such department sufficient. The users of the electrical energy or of the water may, or may not, be patrons of the railway department. The defendant company might be engaged in many different kinds of business. It is unfair to increase the charges to the patrons of one department in order that another department may show a return. The

users of light and water have a right to a supply of electrical energy or water at fair, just, reasonable and sufficient rates, independent of whether or no some other department operated by the same company is profitable or otherwise. If the rates of some other department are not fair, they should be made so, but the Public Service Commission has no right under the law to tax users of electrical energy or water in order that the patrons of a street railway may be permitted to compete with some other form of transportation. The rates now established by the Commission in this instance with the same patronage will allow the company a return of 8%, and while the Public Service Commission has not, and will not establish any definite return as applicable to all cases, we consider that the return under the rates now established by us to be just, fair, reasonable and sufficient, and this meets the statutory requirement.

The city of Everett through its corporation counsel has requested the Public Service Commission to withhold its decision as to the rates charged by respondent for water, for the reason that negotiations have been pending between the city and respondent for the purchase of the water system. The Commission has complied with the request of the city of Everett, and we are now informed that the city has completed its negotiations for the purchase of the water system, and will shortly take over such system.

Now THEREFORE, The Commission having fully considered the testimony in this case, and the findings of fact, herein, and being fully advised in the premises, hereby orders:

I

That the rates of respondent company named in the tariffs for residential and commercial lighting now on file in the office of the Public Service Commission of Washington, be and the same are, hereby cancelled and set aside.

II

That the following rates for residential and commercial lighting be, and they are hereby, established and substituted for those cancelled, and as the just, fair, reasonable and sufficient rates to be charged by the respondent company for residential and commercial lighting in the city of Everett, and the said respondent company is ordered to file with the Public Service Commission of Washington said schedules:

SCHEDULE "A"—TARIFF No. 4.

LIGHTING RATES FOR RESIDENCES.

First 60 K.W.H., consumption per month.....	7.7c per K.W.H.
Second 60 K.W.H., consumption per month.....	5.5c per K.W.H.
All over 120 K.W.H., consumption per month.....	3.3c per K.W.H.

Subject to a minimum charge of 75c per month.

A discount of 10 per cent to be allowed on bills paid within 10 days from date of mailing or delivery of bill.

SCHEDULE "B"—TARIFF No. 4.

COMMERCIAL LIGHTING RATES

<i>Per K. W. H.</i>	<i>With Monthly Guarantee.</i>	<i>Being 1-12 of K. W. Year Guarantee.</i>
7.11	\$2.23	\$26.80
6.66	2.68	32.20
6.22	3.13	37.60
5.77	3.58	43.20
5.33	4.02	48.20
4.88	4.47	53.60
4.44	4.91	59.00
4.00	5.37	64.60
3.55	5.81	69.80
3.33	6.27	75.20

The monthly guarantee shall in no case be less than \$1.00.

A discount of 10 per cent on the K. W. H. rate to be allowed on bills paid within ten days from date of mailing or delivery of the bill.

The monthly and annual guarantees are based upon the kilowatts as determined by demand meters or check of service.

No. 1851.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
EVERETT TRADES COUNCIL, *Complainant*, v. PUGET SOUND INTERNATIONAL RAILWAY & POWER COMPANY, A CORPORATION, *Respondent*.

ORDER SUSPENDING OPERATION OF ORDER ENTERED DECEMBER 9, 1915.

On December 9, 1915, an order was entered in the above entitled cause requiring cancellation of certain rates for residence and commercial lighting, and the publication of certain schedules in lieu thereof, which order was served upon respondent December 16, 1915.

On December 18, 1915, respondent filed a petition for rehearing in the above entitled proceeding, which petition for rehearing was granted by the Commission and the above entitled proceeding was assigned for rehearing on January 8, 1915.

IT IS THEREFORE ORDERED, That the order entered in the above entitled proceeding on December 9, 1915, be, and the same hereby is, suspended pending further action of the Commission.

No. 1851.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF EVERETT TRADES COUNCIL, A COMMERCIAL ORGANIZATION, AND THE UNDERSIGNED TWENTY-FIVE, OR MORE, CONSUMERS OR PURCHASERS OF ELECTRICITY AND WATER IN THE CITY OF EVERETT, WASHINGTON, *Complainant*, v. EVERETT RAILWAY LIGHT & WATER COMPANY, A CORPORATION, *Defendant*, PUGET SOUND INTERNATIONAL RAILWAY & POWER COMPANY (*Substituted as defendant.*)

ORDER.

This cause being before the Commission at this time upon its own motion, and it appearing to the Commission, from further consideration of the evidence and reports filed in this case, that the order of the Public Service Commission of Washington heretofore made and entered on the 12th day of April, 1916, in the above entitled cause, No. 1851, should at this time be rescinded and that further testimony be heard by the Commission before a final order is made by this Commission.

IT IS THEREFORE HEREBY ORDERED, That the said order of this Commission in cause No. 1851, under date of April 12, 1916, be, and the same here by is, rescinded.

IT IS FURTHER ORDERED, That the attorney general be requested to petition the superior court of Thurston county and remand to this Commission, for further consideration, the case of the Puget Sound International Railway & Power Company, Petitioner, v. Public Service Commission of Washington, et al., Respondents, which said cause is now pending in the said superior court upon a petition for review, and that the attorney general be authorized to present to the said superior court, in support of said Commission, a certified copy of this order.

No. 1862.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. THE PACIFIC POWER & LIGHT COMPANY, *Defendant*.

OPINION, FINDINGS AND ORDER.

This cause came on regularly for hearing at North Yakima, Washington, on the 6th day of May, 1915, at the hour of 9:30 a. m., before the Public Service Commission of Washington, there being present Chairman Charles A. Reynolds, and Commissioners Arthur A. Lewis and Frank R. Spinning, and Assistant Attorney General Scott Z. Henderson; the city of North Yakima being represented by Leonard O. Meigs, City Attorney, and Guy O. Shumate, its attorneys; the city of Prosser by Bruce E. McGregor, its attorney; the city of Pasco by Edward E. Davis, its attorney; the city of Pomeroy by E. V. Kuykendall, its attorney; White Bluffs by Messrs. Moulton & Jeffrey, its attorneys; Centerville by U. F. Abshier, its attorney; Sunnyside by V. O. Nichol-

son, its attorney; the defendant being represented by W. W. Cotton, John A. Laing and James J. Wilson, its attorneys.

This is a rate hearing and the findings of fact and order herein are based upon all the testimony in this cause, as well as the testimony in cause No. 1683, and the findings in said cause. (See Transcript p. 1214.)

It has been suggested by the defendant company, and by representatives of certain of the cities involved in this hearing, that the Public Service Commission should adjust rates in such manner as to favor certain patrons and "descriptions of service" over other patrons and "descriptions of service," even though, in order to accomplish such result it be necessary to maintain the rates as against such other patrons and service at a point above the just, fair, reasonable and sufficient rate. It is also suggested by the respondent company, by inference at least, that the Commission should consider the wishes of certain citizens as to whether or no the rates for light or power shall be reduced, if reduction be necessary to establish a just, fair, reasonable and sufficient rate.

These suggestions are met by the Statute. Laws of 1911, Chapter 117, Section 26, provides:

"All charges made, demanded or received by any gas company, electrical company or water company for gas, electricity or water, or for any service rendered or to be rendered in connection therewith, shall be just, fair, reasonable and sufficient."

Section 30 provides:

"No gas company, electrical company or water company shall make or grant any undue or unreasonable preference or advantage to any person, corporation or locality, or to any particular description of service in any respect whatsoever, or subject any particular person, corporation or locality or any particular description of service to any undue or unreasonable prejudice or disadvantage in any respect whatsoever."

The Commission, by reason of the Statute, is precluded from following any other course than to ascertain and establish the just, fair, reasonable and sufficient rate.

The Statute provides that any city or town may enter a complaint as a political unit as against the rate in force within the limits of that unit. It would seem that the Statute recognizes the right of segregation. If any municipality, locality or "description of service," has natural advantages by reason of population or location that will warrant the establishment of a lower rate for such service, it seems that the Statute recognizes the right, and common justice demands, that such municipality, locality or service should be allowed the benefit of the natural advantages of its location.

The injustice of the contention against segregation will appear from a glance at the map contained in Commission's Exhibit No. 1, at page 55. It there appears that the cities of White Salmon and Golden-

dale are situated respectively 75 and 42 miles from North Yakima, and that the Yakima plant has no connection of any nature whatsoever with such plants. Why should the residents of North Yakima be required to pay for losses that might occur in such plants, whether from mismanagement or otherwise? If the Puget Sound Traction, Light & Power Company were operating a plant at a loss at Ellensburg, should the people of the city of Seattle make good such loss because the same company is also operating in Seattle? We think not.

Each political division recognized by Statute, therefore, should be considered by the Commission as a separate unit and rates just, fair, reasonable and sufficient should be established in each of such units, without regard to the wishes and without giving preference to any section, locality or "description of service" in any manner whatsoever. This does not mean that the same rates may not be established in each political unit, for the same rate may be just, fair, reasonable and sufficient in each of the units served by the respondent company. Notwithstanding respondent's contention, the Commission has no right or power to establish a high rate in one unit or locality in order that a low rate may be established in some other place, nor to permit an unremunerative rate in any locality for any service that would result in detriment to another locality or "description of service."

The respondent company is the result of the consolidation of numerous small companies, each of which had established rates for power and light at the time of the consolidation. In many instances the maximum rates were fixed by franchise.

The territory served by the respondent company is new. It possesses wonderful opportunities for development. Thousands of acres of fertile soil in the valley of the Yakima and the Columbia river basin need only the application of water to make this valley one of the garden spots of the world. Priest Rapids in the Columbia river with an estimated 300,000 horse power, is next to Niagara, the largest single source of hydro-electric power in the country. The settlers who have gone to this territory have done so with an eye to the future, knowing full well that at no far distant date the waters of the Columbia will be diverted upon this land, and, as a result, homes will be provided for a large population.

The respondent company also, it must be assumed, had full knowledge of the conditions of the territory it obligated itself to serve. North Yakima's Exhibit No. 9 shows that from 1890 to 1910 the county of Yakima increased in population from 4,429 to 41,709, and in the same period the city of North Yakima increased in population from 5,135 to 14,082. This increase in population has gone steadily on throughout the entire district served by the respondent company, and we feel justified in assuming that the population will increase for many years to come.

The early settlers can not be expected to bear the full burden of a capitalization that may be just to apply to a fully developed com-

munity. For this reason utilities claim, and commissions allow, development cost. In the attempt to establish a rate that will be sufficient to the utility, the rights of the present patrons of the utility must not be disregarded.

The question as to what is the just, fair, reasonable and sufficient rate for electrical energy used for lighting purposes is difficult to ascertain. Experts widely differ and the utilities themselves, in actual practice, under almost identical conditions, establish different rates.

Judge Morrow, in *Spring Valley Water Works v. San Francisco*, 124 Fed. 574, says:

"The principles of just compensation established by the courts in the several cases they have had under consideration are of great assistance in solving many of the difficult questions involved in this character of litigation; but the application of these principles to the facts of a particular case is, after all, the simple rule of determining what, under all the circumstances, is reasonable and just as between the rate payers and the corporation engaged in performing the public service."

The problem is not simplified by the fact that increasing a rate does not mean, in all cases, increasing the return. The charge may be so high that it restricts the use. Cases have come before this Commission in which the company has refused to increase the rate, even though the returns, under the rates in force, did not produce anything like a fair return upon the value fixed by the Commission. In one case, the rate as increased by the Commission, resulted in a decreased return. It must be conceded that decreasing a rate may increase a return and increasing a rate may decrease a return. Decreasing a rate usually tends to increase the use and increasing the use does not materially increase the overhead expense, and so decreasing a rate may often result in an increased return.

Many witnesses have testified in this case that the elimination of the maintenance and installation charge would increase the business and the return to the respondent company.

J. B. McDougall testified (Transcript pp. 66 and 67) as follows:

"Q. What, in your opinion, is the effect of the present rates for power upon the development of land of that kind?

"A. Well, the people that were considering the purchase of land, they investigated it very thoroughly, and they found that the overhead charge on what they call the M. & I. was prohibitive, and that they could not operate with the M. & I. charge there. * * *

On page 68 is found the following:

"A. The rate that I was given there was an M. & I. charge of \$350 a month and 3½c for the first 100 kilowatt hours, and then it varied as you took more."

More testimony can be found in the transcript to the effect that the M. & I. charge prevents the development of unirrigated lands. So it would appear, that in determining the just, reasonable, fair and sufficient rate as between the patron and the utility, the question of

the right of the patron to the service of a public utility is based upon the simple rule of determining what, under the circumstances, is reasonable and just as between the patron and the corporation engaged in performing a public service and the rights of the patron to pay no more than the service is worth. If it should appear that the utility has in force prohibitory charges, excessive or insufficient rates, such charges should be corrected and rates adjusted to a just, fair, reasonable and sufficient basis, having due regard at all times to the rights of the utility.

Mr. Halbert P. Gillette, who was one of the experts for respondent company, in his report to the Everett Railway, Light & Water Company, on his appraisal of that company's property at Everett, at page 85 of said report, said:

"Rates charged by public utility companies must not be greater than the service is worth to the patron. This is a fundamental proposition. There is often great difficulty, however, in finding a measure by which to gauge what the service is worth to the patron. Two criteria can usually be found for this purpose. (1) The rates paid by the patron for similar utility service in other communities. (2) The price that would be paid by the patron for some substitute for the existing utility service."

Respondent company, as is shown by Commission's Exhibit No. 4, is selling to the Northern Pacific Irrigation Company, power at .00884 per kilowatt hour, a rate far below the average cost per kilowatt hour, (.0143), as is shown by the respondent's own testimony. In the testimony of Mr. Hagenah, the valuation expert of the respondent company, (Transcript of testimony in Cause No. 1683, at page 437, which has been made a part of the testimony in this case) we find the following:

"The saving which the Pacific Power & Light Company developed in this market is the difference between the cost of .0143 and .0166, or .0023 per kilowatt hour; which, on the basis of that company's output is an annual saving of \$62,280.00, which at 8 per cent has a value of \$780,000."

On page 539 of the same transcript, is the following:

"Q. Do you know what the Chicago, Milwaukee & St. Paul Railway Company pay for the power that they are purchasing in order to do away with the coal locomotive?

"A. I cannot give you the exact figures. I heard it many times, but it is an estimate by the company's engineers that their power bill will probably be less than one-half the coal bill. There has been a very decided saving. I have made an examination of the saving resulting on the Butte-Anaconda Pacific Railroad after electrification, and their power bill is now less than one-half what they formerly paid for coal, besides they are now using all the coal equipment in revenue producing service."

It will be seen that the use of hydro-electric power results in a great saving over coal. It is upon this basis that the respondent company claimed a value for their water rights. If the reasoning of the utility be correct with reference to the great saving they have made

by the use of hydro-electric power, it must necessarily follow that the cost to the consumer of the output of the hydro-electric plant should be less than the output of a plant dependent upon coal as the source of its power.

Electric energy is generated by the same process throughout the country. It is the result of the application of power. The source of the power is usually coal or water. After a hydro-electric plant is once established, the cost of operating the plant is comparatively small. The cost of operating does not materially increase with the size of the plant. The State of Washington, and particularly the territory supplied by the respondent company, has a very large percentage of the water power of the country and such natural advantages should result in very low rates as compared with countries lacking the natural advantages of the State of Washington. The difference in cost varies with the expense of the initial installation and the distance the energy must be carried to the point of consumption. The development and use of electrical energy is yearly becoming standardized. Comparisons in rates have been criticized by courts and commissions, but under a statute like ours, which forbids locality discrimination, divergent rates in different localities in the same state for the same service should be either explained or harmonized.

We set forth, therefore, tables of rates for electric power in different parts of the State of Washington, as well as rates from other states, where conditions as to labor and material can be justly compared with those in our own state. These comparisons should throw some light upon the question of the rate the patrons of the respondent company ought to be required to pay, if the conditions are the same, or should at least justify a statement of the reason for higher rates where higher rates exist under seemingly similar conditions in this case. A rate in the abstract can be said to be high or low only by comparison with other rates for a like commodity.

MAXIMUM RATES FOR RESIDENTIAL LIGHTING OF PUGET SOUND TRACTION, LIGHT & POWER COMPANY, CERTAIN CALIFORNIA CITIES AND RESPONDENT COMPANY, TAKEN FROM THE TARIFFS ON FILE IN THE OFFICE OF THE PUBLIC SERVICE COMMISSION OF THE STATE OF WASHINGTON, AND THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

P. S. T., L. & P. Co.	CALIFORNIA CITIES.	RESPONDENT COMPANY.
Everett .....8c K. W. H.	Modesto .....7 c K. W. H.	No. Yakima.10 c K. W. H.
Redmond .....8c K. W. H.	Red Bluff ....7 c K. W. H.	Sunnyside ..13 c K. W. H.
Auburn .....8c K. W. H.	Redding .....7 c K. W. H.	Mabton ....16½c K. W. H.
Kent .....8c K. W. H.	Chico .....7 c K. W. H.	Grandview .13 c K. W. H.
Sumner .....8c K. W. H.	Fresno .....8 c K. W. H.	Granger ...13 c K. W. H.
Bellingham ....8c K. W. H.	Stockton and	Walla Walla.10 c K. W. H.
Enumclaw ....8c K. W. H.	suburbs....6.5c K. W. H.	Pomeroy ...16 c K. W. H.
Renton .....8c K. W. H.	Antloch .....7 c K. W. H.	Pasco .....12 c K. W. H.
Puyallup .....8c K. W. H.	Anderson ....7 c K. W. H.	Prosser ....13 c K. W. H.
Orting .....8c K. W. H.	Cottonwood ..7 c K. W. H.	Kennewick .12 c K. W. H.
Richm'd Beach.8c K. W. H.	Kennet .....7 c K. W. H.	Wapato ....16½c K. W. H.
Issaquah .....8c K. W. H.	Corning .....7 c K. W. H.	Toppenish ..12½c K. W. H.
North Bend....8c K. W. H.	Tulare .....8 c K. W. H.	Benton City.13 c K. W. H.
	Sacramento ..7 c K. W. H.	

The foregoing comparisons disclose the fact the rates charged by the respondent company are higher than those charged by other companies performing a like service. There are many reasons why comparisons of this kind should not be made the basis for establishing a rate and these comparisons are quoted here for the simple purpose of showing that there is a good and sufficient reason for an investigation which should disclose the reason for the higher rates prevailing in the districts served by the respondent company. Mr. H. L. Gray, former engineer for the Public Service Commission of Washington, and who was employed by respondent company in this case, in the Everett case said (Transcrip p. 87):

"Comparisons are very interesting, and they might indicate—They might show that some one municipality was paying a return considerably in excess of what was paid in another locality, and that might call for an investigation."

Nearly all of the cities in the San Joaquin Valley are further from the hydro-electric plant from which the electrical energy is obtained than is the case in respondent's territory. The city of Antioch obtains its energy from the Sierra Nevada Mountains, many miles farther from the source than is the city of North Yakima, and yet the city of Antioch has a maximum rate for residential lighting of 7c, while the city of North Yakima has a maximum rate of 10c. The city of Modesto is much farther from its source of electrical energy than the cities of North Yakima, Kennewick and Pasco, and many other cities that might be named in respondent's territory, and yet respondent's rates are much higher. There must be some reason for the higher rates in the territory served by respondent company, and one of the reasons may be disclosed by a careful study of Commission's Exhibit No. 4, which is as follows:

SPECIAL POWER SALES TO LARGE CONSUMERS, 1914.

	<i>Connected</i>		<i>Total</i>	<i>Revenue per K. W. H.</i>
	<i>Load H. P.</i>	<i>K.W.H. Sales</i>		
Yakima Valley Transportation Co..	...	1,974,290	\$24,078 40	.01210
Walla Walla Railway.....	...	1,770,170	14,400 00	.00813
Athena Mills .....	...	857,600	8,300 93	.00967
Pasco Reclamation Co.....	500	1,245,780	12,510 00	.01004
Northern Pacific Irrigation Co.....	840	1,678,400	14,847 82	.00884
Priest Rapids Reclamation Co.....	150	487,125	3,730 55	.00765
Burbank Company	900	912,156	16,081 87	.01670
Attalia Land Company, Light.....	20	29,981	731 48	.02440
Attalia Land Company, Power.....	150	192,603	3,555 00	.01850

The cost per kilowatt hour of .0143 found by Mr. Hagenah was based upon his valuation of the entire property of the respondent company in the State of Washington, and not the Commission's value. Mr. Hagenah valued the property at a trifle in excess of \$5,400,000, while

the fair value of the property as found by the Commission is the sum of \$4,700,000. Mr. Phipps found the average cost per kilowatt hour delivered to the consumer as .01479, and the average cost based upon the Commission's value up to and including transmission and transformation as .0082. It can be readily seen that the price per kilowatt hour as shown in the foregoing table of "special power sales to large consumers" that the company has been selling electrical energy to these large consumers at or below average cost, and in order to show a fair return the company must make up whatever loss there may be by high rates to other consumers of electrical energy.

To sell electrical energy at less than cost to favored patrons who are business competitors with other patrons, violates the statute in every particular. It is giving "undue" and "unreasonable preference or advantage" to the "persons," "corporations" and "localities" and to the "particular description of service," and it subjects "particular persons, corporations and localities" and "particular descriptions of service" to "undue and unreasonable prejudice and disadvantage."

It will be noted from Commission's Exhibit No. 4, that the charges made to these favored consumers in large quantities are in themselves divergent. While electrical energy may be sold at wholesale lower than in small quantities, yet we can see no justification for selling such energy at rates that do not produce a sufficient return, as the testimony shows must have been done in this case. The Commission, therefore, in determining the just, fair, reasonable and sufficient rate for other "places," "persons" or "descriptions of service" of the respondent company, has no right to consider the service of these favored patrons to the detriment of the other patrons. Such favored patrons should be considered on a basis of the respondent company charging and receiving from them a fair return upon the property used and useful in such service, and in this case, if so considered, it will be seen that the rates made by the respondent company in the cities of North Yakima, Walla Walla and other places served by the respondent company are in excess of the just, reasonable, fair and sufficient rate.

In schedules "G" and "H" of respondent's tariff is found a charge of \$12.00 per horse power per year of the connected load, payable monthly. This charge is termed "Maintenance and Installation" charge. If a fifty horse power motor is installed by a consumer of electrical energy, to be used for irrigation purposes, the consumer pays \$50.00 per month or \$600.00 per year, although he uses the motor and consumes electrical energy but for a few months in the irrigation season. The cost of installation and maintenance varies but slightly with the size of the motor. One horse power motor costs the consumer \$12.00 per year for maintenance and installation, while a fifty horse power motor costs the consumer \$600.00 per year for maintenance and installation, a difference of \$588.00. No such difference in cost exists. A fifty horsepower motor will operate, under ordinary conditions, and under the same conditions in this case, with the same wiring, the same poles, the same insulators,

the same tie wires and the same meter that a one horse power motor would require. The injustice of this practice may be clearly illustrated by a concrete case. Two farmers are located on the respondent's main line. The one installs a one horse power motor, the other a fifty horse power motor. In each case the farmer pays for the installation of his motor. The cost to the company of reading the meters, maintenance and installation, is practically the same, yet one farmer is required to pay the company \$588.00 per year more than the other. If the Commission allows \$2.50 as a "connecting and disconnecting" charge it seems that all of the rightful demands of the company for this service have been recognized. Irrigation power is used during the summer months in day time when the peak for residential lighting is not in use. Under the maintenance and installation charge motors can only be used by consumers with a horse power capacity sufficient to the present needs of the patrons without paying prohibitory monthly charges. This practice forces the consumer who is developing irrigated areas to buy a new motor each time he places additional acreage under irrigation, instead of following the common sense business methods and anticipating his horse power requirements at the beginning of operations, and purchasing a motor with sufficient horse power capacity to irrigate his total area. This maintenance and installation charge is not a charge for electrical energy, but is a fixed charge against the maximum installation. The respondent company should be permitted to require a reasonable initial installation charge commensurate with the cost of making the connection, and a sufficient rate for its electrical energy to promote the development of the several communities served by it without burdening the small farmer with a heavy monthly expense for which he receives no adequate return, and thereby stifling the development of this class of business. This practice may be defended by the company as a readiness to serve charge. It may be contended that the installation of wires and plant sufficient to carry the present load will not be sufficient to carry the load that will be necessitated by the increased use caused by the elimination of the prohibitory charge. The company is allowed a return upon the value of its property used and useful in performing the service at the time of the valuation, and all of the wires and plant are considered by the Commission in determining the fair, just, reasonable and sufficient rate. If an additional charge is to be exacted by the company for its readiness to serve the public, after having it once allowed in the return upon the value of all its property, the company is allowed to charge twice for the same service. Extreme cases may be cited where an individual or company may add to its demand by requiring a large additional use. The company, of necessity, is required to add to its installation either in plant or in its distribution facilities to meet this added demand. It must not be forgotten, however, that the added demand increases the return of the company, without materially adding to the overhead expense. To read a meter attached to a fifty horse power motor is no more expense to the company than to read a meter

of one horse power, neither does it require any additional bookkeeping nor any addition to the official force required to manage the affairs of the company, and yet the fifty horse power motor is returning to the company in rates a sum largely in excess of the one horse power motor. The increased use under the same overhead expense will more than compensate the company for the additional cost of the installation required by the added use. Utilities should not be permitted to increase their returns by arbitrary charges based on no just principle. If rates are not sufficient, increase them, but do not permit the increase to be concealed in an arbitrary charge.

One of the principle reasons for the existence of the regulatory commissions, either state or national, is to prevent and prohibit discrimination as between patrons. The utility must serve all its patrons of the same class and conditions of service at the same rates, and accord to each the same consideration. Any other policy is strictly prohibited by our own statute, and is contrary to the basic principles of regulation. The practice of favoring large companies and discriminating between them and the public is unjust and unreasonable, and should be discontinued, and a just, fair, reasonable and sufficient rate should be established to each and all consumers of electrical energy of the same class and conditions. The farmer who is not within an irrigation district should receive his electrical energy under the same conditions and at the same rate as the farmer within the irrigation district. Each consumer has an inherent right to purchase from the respondent on an equal basis with his neighbor. Any rule or practice which allows one farmer, or set of farmers, a rate lower than other farmers in the same locality, under the same conditions, is discriminatory and unjust, and should not be permitted.

When Mr. J. B. McDougall's agents approached the respondent company to purchase electrical energy in large quantities, they were given a rate of $3\frac{1}{2}$ c per kilowatt hour for the first 100 kilowatt hours, "and then it varied as you took more," and in addition \$350.00 per month for the maintenance and installation charge and yet the respondent company was then selling electrical energy in large quantities to favored consumers as low as .00765c per kilowatt hour.

The respondent company will be permitted to file and publish within a reasonable time, a wholesale rate to large consumers of the same class, who are purchasing electrical energy under the same conditions, which said rate must be remunerative and sufficient, taking into consideration the cost of production. The modification of the rates of the favored patrons of the respondent will affect the contracts now existing and such patrons should be given an opportunity to be heard before such contracts are cancelled by order of the Commission; and therefore, no order will now be made or action taken by the Commission except that in determining the rates for the other patrons of the respondent such contracts will not be considered to the detriment of other patrons.

NOW, THEREFORE, The Commission having considered the foregoing and all of the facts and circumstances of this case, as disclosed by the testimony and the files, records and exhibits herein, and having carefully viewed the property of the respondent and personally investigated the operation and installation of motors used for irrigation purposes, and having personally investigated and examined the territory served by the respondent company, and being fully advised in the premises, now finds the facts to be:

I

That the respondent company is a foreign corporation existing under and virtue of the laws of the State of Maine, and has complied with the laws of the State of Washington, authorizing it to conduct and carry on business in the State of Washington, and is engaged in the development of electrical energy by hydro-electric and steam plants and selling the same at retail and wholesale in the State of Washington.

II

That the territory served by the respondent company is largely new and unsettled country, which is rapidly developing in industries and population and the business of the respondent company will increase with the development of the territory it serves, without materially, and in the same ratio, increasing its overhead expense.

III

That the rates charged by the respondent company as shown by Commission's Exhibit No. 3, are just, fair, reasonable and sufficient, except Schedules "A," "G" and "H," being the rates charged for residential lighting and the so-called maintenance and installation charge as shown by schedules "G" and "H," and the rates charged to large consumers, as shown by Commission's Exhibit No. 4, which said residential rates, maintenance and installation charge and charge to favored consumers are unjust, unfair, unreasonable and discriminatory.

IV

That the respondent company is selling electrical energy to favored patrons, as shown by Commission's Exhibit No. 4, at rates which, if considered by the Commission, increase the cost of electrical energy to less favored consumers, and such practice is highly prejudicial and discriminatory to such other patrons and descriptions of service.

V

That the elimination of prohibitory and excessive rates will tend to increase the use of electrical energy in the territory served by the respondent company, and will result in a fair, just, reasonable and

sufficient return upon the fair value of respondent's property used and useful in the public service.

VI

That the rates established by the order herein, if applied to respondent's present business, will produce a return of approximately six per cent upon the entire fair value of respondent's property, including additions to date of the hearing and a return in all units thereof in excess of a sum sufficient to provide for depreciation, taxes, operating expenses and all just charges.

VII

That the Commission can establish no rate in the cities of Pasco and Prosser that will produce a sufficient return upon the property of respondent company devoted to the public service in said cities, although said cities have been considered by the Commission in estimating the rate of return; that to increase the rates in such cities will result in a decreased return, as the rates are now in excess of the fair, just, reasonable and sufficient rates, and are higher than the usual charge for electrical energy in communities similarly situated; that the rate established by the Commission will not decrease the return in said cities, but the Commission is of the opinion, and finds, that the reduction of the rate will result in an increased use which may be sufficient to increase the return rather than decrease it.

VIII

That the gross earnings of the respondent company's entire property, excluding Goldendale and White Salmon, for the year 1914, after deducting bad debts, rebates and discounts, and profits on merchandise sales and jobbing, is the sum of \$702,046.53. That the operating expenses of the same property for the year 1914 is the sum of \$266,247.32. That the net earnings of said property for the year 1914 is the sum of \$435,799.21. Deducting depreciation and taxes we find the net income to be \$326,939.32.

IX

That the Goldendale and White Salmon properties are separate and distinct units, neither of which now makes a fair return upon the value of the property used and useful in the public service, nor can the Commission establish any rate that is not prohibitory that will render a fair return for said properties on the present volume of business.

X

That the valuations assigned to the different units as segregated by the Commission, gross earnings, operating expenses and net earnings are as follows:

112 *Cases Affecting Electric Light and Power Plants*

	<i>Value December 31, 1914</i>	<i>Gross Revenue</i>	<i>Operating Expenses</i>	<i>Deductions for Taxes and Depreciation</i>	<i>Net Income</i>
No. Yakima..	\$1,290,721.00	\$190,196.94	\$66,247.14	\$28,122.05	\$95,827.75
Toppenish ..	293,818.00	40,063.95	16,342.90	6,339.87	17,381.18
Sunnyside ..	193,716.00	31,778.23	12,622.66	4,212.27	14,943.30
Prosser	203,332.00	18,416.26	9,705.66	4,372.70	4,337.90
Pasco	1,242,813.00	123,257.39	57,056.58	26,726.54	39,474.27
Walla Walla.	1,204,022.00	182,755.37	63,775.72	26,732.27	92,247.38
Dayton	189,795.00	31,125.23	11,339.86	4,162.64	15,622.73
Pomeroy	94,935.00	18,288.05	9,400.58	2,056.29	6,831.18
Pendleton ..	277,747.00	66,165.11	19,756.22	6,135.26	40,273.63
<hr/>					
Total Yakima Walla Walla System	\$4,990,926.00	\$702,046.53	\$266,247.32	\$108,856.89	\$326,939.32
Goldendale System	82,542.00	11,757.66	6,148.23	1,925.14	3,684.29
White Salmon System	46,951.00	5,603.35	4,395.50	1,084.89	122.96
<hr/>					
Total....	\$5,120,419.00	\$717,407.54	\$276,791.05	\$111,869.92	\$330,746.57

XI

That in the foregoing figures the large contracts shown in Commission's Exhibit No. 4 are included. If the property segregated to the use of such contracts, together with their earnings, should be eliminated from the units of which they form a part, the per cent, return upon the remainder of the property would be materially increased. Said figures also include property constructed in anticipation of future development in districts such as Pasco and Prosser, which under present rates upon the value of the property now segregated to said cities show a very small return. The company is not to be criticised for building in anticipation of the future. Rates, however, that are fair to the present patrons, cannot be established upon such valuation. The company is entitled to have such situation cared for in the future by way of development cost.

XII

The Commission further finds that the fair value for rate making purposes as of the date of December 31, 1914, is the fair value of \$4,700,000, heretofore found by the Commission, plus the additions to the plant to said date, which sum appears in the foregoing table, and which the Commission finds to be the fair value of the property. That the Commission finds the fair value in each district as set forth in the foregoing table to be the fair value of the property used and useful in the public service in each of the several districts.

XIII

The commission further finds that under the rates hereinafter established, and with the volume of business as of the year 1914, on the valuation of December 31, 1914, and including all of the units, the per cent. return of respondent company will be 5.7%. Taking into consideration the fact that the reduction in the rates and elimination of prohibitory charges will increase the use of electrical energy in the territory supplied by respondent, it is fair to assume that the return of the company will be considerably in excess of that amount.

XIV

That the following rates and charges are just, fair, reasonable and sufficient:

SCHEDULE "A"—RESIDENTIAL LIGHTING.

TOWNS OF NORTH YAKIMA AND WALLA WALLA.

First 60 K.W.H., consumed per month.....Net 8½c per K.W.H.
Next 60 K.W.H., consumed per month.....Net 6c per K.W.H.
All over 120 K.W.H., consumed per month.....Net 5c per K.W.H.
Minimum charge per month, 75c.

Respondent may file a gross rate with 10% discount, making above rates net.

TOWNS OF PASCO, KENNEWICK, TOPPENISH, PROSSER, DAYTON, SUNNYSIDE
AND POMEROY.

First 60 K.W.H., consumed per month.....11.11c per K.W.H.
Next 60 K.W.H., consumed per month.....8.88c per K.W.H.
All over 120 K.W.H., consumed per month.....6.66c per K.W.H.
Less 10% discount if paid within 10 days from date of billing.
Minimum charge per month, \$1.00.

TOWNS OF GRANGER, GRANDVIEW, WAPATO, MABTON, RICHLAND, WAITSBURG
AND ZILLAH.

First 60 K.W.H., consumed per month.....12.22c per K.W.H.
Next 60 K.W.H., consumed per month.....8.88c per K.W.H.
All over 120 K.W.H., consumed per month.....6.66c per K.W.H.
Less 10% discount if paid within 10 days from date of billing.
Minimum charge per month, \$1.00.

TOWNS OF WHITE BLUFFS, BEVERLY, BENTON, KIONA, FINLEY, RINGOLD,
WAHLUKE, HUNTSVILLE AND DIXIE.

First 60 K.W.H., consumed per month.....13.33c per K.W.H.
Next 60 K.W.H., consumed per month.....8.88c per K.W.H.
All over 120 K.W.H., consumed per month.....6.66c per K.W.H.
Less 10% discount if paid within 10 days from date of billing.
Minimum charge per month, \$1.00.

XV

That the maintenance and installation charge shown in Commission's Exhibit No. 3, in tariffs "G" and "H" in all of the respondent's schedules on file in the office of the Public Service Commission of Washington are unjust, unfair and unreasonable, and should be cancelled, set aside and discontinued, and that the following rates and charges are just, fair, reasonable and sufficient:

SCHEDULE "G"—IRRIGATION POWER—METER RATE.

A fixed charge of \$1.00 per month per horse power of active load to be paid monthly; plus the following meter rates for energy used during each month:

First 30 K.W.H. per month per K.W. of active load, 3c per K.W.H.

Next 30 K.W.H. per month per K.W. of active load, 2c per K.W.H.

Next 120 K.W.H. per month per K.W. of active load, 1½c per K.W.H.

Next 240 K.W.H. per month per K.W. of active load, 1c per K.W.H.

All over 420 K.W.H. per month per K.W. of active load, ½c per K.W.H.

Subject to the following quantity discounts if paid within 10 days from date of billing:

15% upon that portion of the kilowatt hour charge in excess of \$100 and not over \$200.

25% upon that portion of the kilowatt hour charge in excess of \$200 and not over \$400.

35% upon that portion of the kilowatt hour charge in excess of \$400.

The active load shall be considered to be the rated horse power of the customer's connected apparatus for installation of 5 horse power or less.

The active load for installations with a rated capacity in excess of 5 horse power shall be the maximum demand for a period of 15 min., as determined by a demand meter or check of service.

SCHEDULE "H"—IRRIGATION POWER—FLAT.

Available only on contracts for a minimum irrigation season of three consecutive months per year.

A fixed charge of \$1.00 per month per horse power of customer's maximum demand to be paid monthly; plus a running charge for a minimum of three consecutive months per year as follows:

First 25 horse power.....\$5.00 per horse power per month

Next 25 horse power..... 4.00 per horse power per month

Next 50 horse power..... 3.50 per horse power per month

All over 100 horse power..... 3.00 per horse power per month

Fixed charge to be based on highest demand per month, monthly running charge to be based upon the highest demand during the month.

Where connected apparatus has rated capacity of five horse power or less customers will pay above rates and charges for a demand not

less than rated capacity of apparatus; if rated capacity is in excess of five horse power, customer will pay for a maximum demand for a period of 15 minutes as determined by demand meter or check of service, with a minimum demand of 50 per cent. of the rated capacity of the connected apparatus. Running charges continue during the period the customer's apparatus is connected to company's line, or until the company receives notice to disconnect, and for which disconnection a charge of \$2.50 may be made as well as a similar charge for a subsequent reconnection. Customers may use motors of less than one horse power on this schedule with a minimum monthly charge of \$1.00.

IT IS NOW THEREFORE ORDERED, That the tariff schedules of the respondent company on file in the office of the Public Service Commission of the State of Washington, and as shown in Commission's Exhibit No. 3, be, and they are hereby cancelled, vacated and set aside.

IT IS FURTHER ORDERED AND DIRECTED, That the respondent company file, publish and promulgate in lieu of said tariffs so cancelled, vacated and set aside, tariffs identical with those now on file in the office of the Public Service Commission of the State of Washington, and as shown in Commission's Exhibit No. 3, except that in lieu of schedule "A" for residence lighting, said respondent company shall file, publish and promulgate the tariff schedules set forth in the findings herein.

IT IS FURTHER ORDERED, That the maintenance and installation charge, as the same appears in the Commission's Exhibit No. 3, in schedules "G" and "H" in the tariffs on file in the office of the Public Service Commission of Washington, be eliminated from said new tariff schedules, and in lieu thereof said respondent company shall file, publish and promulgate the tariff schedules set forth in the findings herein.

No. 1862.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainants*, v. THE PACIFIC POWER & LIGHT COMPANY, *Defendant*.

ORDER.

This cause being before the Commission for consideration, and it appearing to the Commission from reports made to the Commission and from a further consideration of the order of the Commission heretofore made and entered in this cause, which said order was dated December 15, 1915, that said order should in some respects be altered and amended; and it further appearing to the Commission that additional testimony, relative to the earnings and operating expenses and additions and betterments of the Pacific Power & Light Company, should be heard by the Commission prior to the alteration and amendment of said order; and it further appearing that the said order, dated December 15, 1915, is now before the superior court of Thurston county, Washington, for review,

IT IS THEREFORE HEREBY ORDERED, That the operation of said order of December 15, 1915, in said Cause No. 1862, be, and the same is, hereby stayed until the further order of the Commission.

IT IS FURTHER ORDERED, That the said Cause No. 1862 be set for hearing in the city of North Yakima, Wednesday, August 9th, in the assembly room of the Chamber of Commerce of the city of North Yakima, Washington, at the hour of 9:30 a. m., and that notice be given of the time and place of said hearing to the above named defendant and to all other parties who have appeared in said cause.

IT IS FURTHER ORDERED, That the attorney general be requested to petition the superior court of Thurston county to remand to this Commission, for further consideration, the case of The State of Washington upon the relation of Pacific Power & Light Company, a corporation, Plaintiff and Relator, v. The Public Service Commission of Washington, and C. A. Reynolds, Arthur A. Lewis and Frank R. Spinning, Commissioners constituting and comprising said Public Service Commission, Defendants, being Cause No. 6177 in the said superior court of the State of Washington in and for Thurston county; and that the attorney general be authorized to present to the said superior court, in support of the said petition, a certified copy of this order.

No. 1862.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainants*, v. THE PACIFIC POWER & LIGHT COMPANY, *Defendant*.

SUPPLEMENTAL ORDER.

The Public Service Commission of Washington by order in the above entitled case dated December 15th, 1915, and served upon the defendant Pacific Power & Light Company December 17th, 1915, having ordered certain changes and reductions in the rates for electric light and power service of said defendant, which order unless modified will of its own force take effect and become operative on the 6th day of January, 1916, being twenty days after the date of service thereof; and defendant having appeared and made application to this Commission orally to extend the time within which such order of the Commission shall go into effect upon the ground that its regular meter reading dates on all of the property affected by said order are from the 20th to the 25th of each calendar month, and the defendant further representing that it would work a heavy additional expense and impose a heavy burden on the defendant to require it to read all of its electric meters on said 6th day of January, 1916; and the Commission after consideration of said application being of the opinion that said order cannot be complied with within said twenty days and that good

cause has been shown why an extension of time for the compliance with said order should be granted;

IT IS THEREFORE ORDERED AND ADJUDGED, That the order of the Public Service Commission of Washington made and entered herein on December 15th, 1915, shall be effective in the cities of North Yakima and Walla Walla on and not before the 20th day of January, 1916, and in the remaining cities, towns and territory affected by said order herein said order shall be effective on January 25th, 1916; it being understood that said defendant by applying for such extension of times does not concede the validity of said order of said Commission and that such application on its part shall not prevent said defendant by appropriate proceedings from taking any action to review or contest the legality and validity of said order or any portion thereof.

No. 1874.

IN THE MATTER OF THE APPLICATION OF WASHINGTON-OREGON CORPORATION
TO MAKE A CERTAIN SETTLEMENT WITH THE INDEPENDENT ELECTRIC
COMPANY.

ORDER.

Application having been made to the Commission for its approval of a compromise of an account between the Washington-Oregon Corporation and the Independent Electric Company, arising out of a contract for electric energy, and the Commission having considered the statements and representations concerning such contracts, its construction by the parties thereto, the proposed compromise and facts relating to such matters, contained in said application, and the statement supplementing such application filed in pursuance of request by the Commission for further information and it appearing to the Commission from such statements and representations that:

Prior to the year 1914, the Independent Electric Company owned and maintained an electric distributing system extending from Castle Rock to Woodland, and was engaged in furnishing current to the inhabitants of those towns and the intervening towns.

The Washington-Oregon Corporation was engaged in generating power at a point near Chehalis and desired to extend its market for such current. A contract was therefore made between the two companies whereby the Independent Company undertook, at its own expense, to construct a transmission line from Castle Rock to Chehalis, and the Washington-Oregon Corporation agreed to purchase the transmission line when completed, and to pay therefor in large part with its long time note. As a further inducement for the construction of this transmission line the parties agreed on a wholesale rate for current to be furnished by the Washington-Oregon Corporation to the Independent Company at Chehalis to be distributed by the Independent

Company which was entitled to the use of the transmission line for this purpose.

At this time the Washington-Oregon Corporation owned and operated the water works system at Kelso. The Washington-Oregon Corporation later became financially embarrassed and found difficulty in keeping up its payments to the Independent Company on account of its purchase of the transmission line, and it was then agreed that the Kelso water system should be conveyed to the Independent Company as part payment for the transmission line, and it was further agreed that the current required for the operation of the pump required in connection with the water system should be considered part of the current to which the Independent Company was entitled under its wholesale rate fixed by the contract above mentioned. The water system was, therefore, conveyed to the Independent Company and bills for current used in operating the pump were thereafter included in the monthly bills rendered by the Washington-Oregon Corporation under the original contract. Thereafter, the Independent Company, conceiving that the operation of its electric business and its water business should be separated, caused the Kelso Water Company to be organized and conveyed to the last named company the water system in exchange for all of the stock of the Kelso Water Company. This transfer was made with the knowledge of the officers of the Washington-Oregon Corporation, and the rate and manner of payment for current used in operating the pump remained the same.

This practical construction of the original contract by the parties continued until the appointment of the receiver of the Washington-Oregon Corporation in July, 1914.

Apparently through lack of understanding of the relations of the parties, the bookkeeper of the receiver then commenced rendering bills to the Kelso Water Company direct at the local tariff rates instead of the contract rate until a charge for a period of six months accumulated in the sum of \$1,183.40.

About this time the receiver took up with the Independent Electric Company the matter of a modification of the original contract which covered the purchase of the transmission line and the furnishing of current and as a result the balance due on the transmission line was paid and a new schedule of rates for current was established and an adjustment of accounts was agreed upon and on account of the current furnished for the pump at Kelso it was agreed that this was properly chargeable against the Independent Company and not against the Kelso Water Company, and by way of compromise this charge was fixed at \$100 a month for six (6) months, or \$600. This new contract was approved by the United States District Court in which the foreclosure suit in which the receiver was appointed was pending, and the settlement of accounts was likewise authorized, subject to the approval of this Commission.

The Commission being of the opinion that said settlement and representations show that the proposed compromise will not result in unjust or undue preference or discrimination;

IT IS ORDERED, That said compromise of said account be, and the same hereby is, approved.

No. 4022.

CITY OF CLE ELUM, *Complainant*, v. NORTHWESTERN IMPROVEMENT COMPANY, A CORPORATION, *Respondent*.

Complaint relating to street lighting service in Cle Elum, Washington.

The subject matter of the above entitled proceeding having been adjusted between the parties, and a new contract having been entered into between complainant and respondent, and complainant having requested dismissal of the above entitled proceeding,

IT IS ORDERED, That the above entitled proceeding be, and the same hereby is, dismissed.

No. 4033.

CLARENCE HANFORD, *Complainant*, v. BLACK ROCK IRRIGATION & POWER COMPANY, A CORPORATION, AND PACIFIC POWER & LIGHT COMPANY, A CORPORATION, *Respondents*.

Complaint relating to extension of power transmission line to complainant's premises, near White Bluffs, Washington.

The Commission having been advised by complainant that complainant has installed an oil burning engine for generation of power and that such installation has rendered the service sought by complainant from respondent unnecessary.

WHEREFORE, IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 4041.

PUBLIC SERVICE COMMISSION OF WASHINGTON, OF THE RELATION OF CITY OF ANACORTES, A MUNICIPAL CORPORATION OF THE THIRD CLASS, *Complainant*, v. ANACORTES LIGHT & WATER COMPANY, A CORPORATION, *Respondent*.

ORDER.

This cause came on regularly for hearing at Anacortes, Washington, on the 20th day of June, 1916, before the Public Service Commission of Washington, there being present Commissioners Arthur A. Lewis and Frank R. Spinning; the complainant, the city of Anacortes, being represented by Frank R. Norvell and John L. Corrigan, its attorneys; the respondent, Anacortes Light & Water Company, being represented by Judge George A. Joiner and Thomas Smith, its attor-

neys. The plaintiff and defendant, by their respective counsel, stipulated before the Commission as follows:

It is stipulated between the city of Anacortes, on the one side, and the Washington Power, Light & Water Company, successors to the Anacortes Light & Water Company, as follows:

1. That the Water Company will put in new pipe from Fifteenth and Commercial streets to Seventeenth and R streets, within six or eight weeks from June 20, 1916.

2. That the Water Company agrees to put in a filter at Cranberry Lake within five months from the date hereof, provided, however, that the time might be extended upon application, with notice of three days to the Commission, for good cause shown.

3. It is further agreed that until the filter is placed at Cranberry Lake, that the company will use the waters from Whistle Lake to supply the city of Anacortes, unless in case of fire, or breaks in the pipe line, then they may use water from Heart Lake and further, that in the event that the using of water exclusively from Whistle Lake has a tendency to deplete the source then they may use water from Heart Lake, with the permission of the Commission.

4. That the Water Company agrees to put in new main or pipe line, on or before the 1st day of June, 1917, in all that portion of its line on and near K Avenue, which pipe line will stand a pressure of seventy pounds per square inch.

5. The water is not to be used from Heart Lake except in cases of fire, break down, or other emergency, without permission had and obtained from the Public Service Commission.

6. That after the improvements have been placed in Cranberry Lake, and the other improvements herein mentioned, the water company is to furnish the city with a pressure of seventy pounds per square inch at 0.0 datum line.

7. In consideration of the Water Company performing the stipulations herein mentioned, the city agrees to pay hydrant and water bills, and flush tank bills, at the next meeting of the council, subsequent to June 20, 1916, said payment to be made by warrant for water rental drawn on the current expense fund for the year 1915, on the 1914-15 water current expense fund, and warrant for the water rental for the year 1916, to be drawn on the current expense fund for 1916, which stipulation is, in every particular, approved by the Commission.

IT IS ORDERED

I

That the Water Company will put in new pipe from Fifteenth and Commercial streets to Seventeenth and R streets, within six or eight weeks from June 20, 1916.

II

That the Water Company put in a filter at Cranberry Lake within five months from date hereof, provided, however, that the time be

extended upon application, with notice of three days to the Commission, for good cause shown.

III

That until said filter is placed at Cranberry Lake, the company will use the waters from Whistle Lake to supply the city of Anacortes, unless in case of fire, or breaks in the pipe line, then they may use water from Heart Lake and further, that in the event that the using of the water exclusively from Whistle Lake has a tendency to deplete the source, then they may use water from Heart Lake, with the permission of the Commission.

IV

That the Water Company put in new main or pipe line, on or before the 1st day of June, 1917, in all that portion of its line on and near K Avenue, which pipe line will stand a pressure of seventy pounds per square inch.

V

That water is not to be used from Heart Lake except in cases of fire, break down, or other emergency, without permission had and obtained from the Public Service Commission.

VI.

That after the improvements have been placed in Cranberry Lake, and the other improvements herein mentioned, the Water Company is to furnish the city with a pressure of seventy pounds per square inch at 0.0 datum line.

VII

In consideration of the Water Company performing the stipulations herein mentioned, the city is to pay hydrant and water bills, and flush tank bills, at the next meeting of the council, subsequent to June 20, 1916, said payment to be made by warrant for water rental drawn on the current expense fund for the year 1915, on the 1914-15 water current expense fund, and warrant for water rental for the year 1916, to be drawn on the current expense fund for 1916.

No. 4168.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GRAYS HARBOR RAILWAY & LIGHT COMPANY, *Respondent*.

Complaint relating to service connection for electric lights at premises of J. C. Fox, Aberdeen, Washington.

The subject matter of the above entitled proceeding having been adjusted between the parties, through the Commission, and the Commission having been advised by letter from the complainant, Thos. C. Scott, under date of June 29, 1916, that the above entitled proceeding should be dismissed,

IT IS ORDERED, That the above entitled proceeding be, and the same hereby is, dismissed.

DISPOSITION OF CASES AFFECTING WATER AND IRRIGATION PLANTS.

No. 679.

A. J. SPLAWN, MAYOR OF NORTH YAKIMA, *Complainant*, v. THE PACIFIC
POWER & LIGHT COMPANY, *Defendant*.

The above entitled cause came on regularly for further and final hearing at North Yakima, on the 8th day of August, 1916, before the Public Service Commission of Washington, there being present Chairman E. F. Blaine and Commissioners Arthur A. Lewis and Frank R. Spinning; the Public Service Commission being represented by Scott Z. Henderson, assistant attorney general, the city of North Yakima by George McAuley, the Yakima Improvement Club by W. B. Clark, and the respondent Pacific Power & Light Company by J. A. Laing. Witnesses were duly sworn and examined and other evidence introduced by the parties and the Commission having fully considered such evidence, and all the evidence heretofore taken in the above entitled matter and transcribed, and being fully advised in the premises, makes the following

FINDINGS OF FACT.

I

That the city of North Yakima is a municipal corporation of the second class with a population of approximately 15,000.

II

That the defendant Pacific Power & Light Company is a corporation organized and existing under and by virtue of the laws of the state of Maine; with its principal place of business in the city of Portland, state of Oregon; that said defendant owns and conducts a water system in and near the city of North Yakima and furnishes water to said city, and the inhabitants thereof, for domestic, municipal, commercial and other purposes for compensation.

III

That said defendant, in the conduct of said business, takes water from the Naches river about one-half mile below the confluence of the Tieton river, and carries the same for a distance of about eight miles in an open concrete-lined ditch, known as the Wapatox canal; that the water in the Naches river is sometimes turbid; that at the forebay of said canal and before the water enters the piping system, said water passes through double screens which tend to keep out foreign substances; that the water is also at this place given a liquid hypochlorite treatment for the purpose of exterminating all dangerous bacteria and coli bacilli; that the water is carried from said canal in a wooden pipe

for a distance of about twelve miles, connecting with the distributing system within the city; that the mains within said city are partly wooden pipes and subject to some leakage, particularly when heavy pressure is placed thereon; that the gravity pressure in the pipes is low and a booster pump has been installed for the purpose of increasing the pressure in time of fire; that the use of said pump sometimes introduces air into the water, giving it a milky appearance; that situated near the city is a small open reservoir used only in cases of emergency, such as fires or accidents to the supply mains; that the water as it reaches the consumer is sometimes turbid; sometimes of a milky appearance and sometimes has a disagreeable taste and odor.

IV

That the defendant company acquired said water system in July, 1910; that preceding the final hearing in this case the defendant company has made a number of improvements, consisting in part of an extension of the intake from Roe Hill to its present location, the installation of screens and treating plants at the emergency reservoir and at the forebay of the Wapatox canal, the installation of the booster pump, the repairing and replacing with iron pipe of part of the defective wooden pipes, a systematic flushing of the mains to remove foreign matter therefrom, the elimination of dead-ends, etc.; that said improvements have resulted in bettering previous conditions by increasing the pressure available for fire purposes and improving the quality of the water.

V

That said water system makes no provision for the storage of water, except in the emergency reservoir hereinbefore referred to; that said reservoir is an excavation in the earth and rock, the sides of which are riprapped with small stone; that said reservoir, which is located at Fruitvale, has a capacity of about 1,800,000 gallons.

VI

That only about one-fifteenth of the water flowing in the Wapatox canal is used for a city water supply, the balance of said water being used for power purposes by the defendant company; that said Wapatox canal is an open concrete-lined ditch which runs in some places in close proximity to the county road and is crossed by said road, and in places said canal runs through a settled farming district and there is some danger that the water in said canal may become contaminated and polluted; that on the upper side of said concrete-lined canal a small ditch has been so constructed as to carry off waste water that the same may not flow into the canal and that said canal has been fenced against the ingress of stock and the same is reasonably protected.

VII

That the hypochlorite treatment of water is in use in many cities in the United States and has proven very effective in removing a large percentage of bacteria and practically all those of intestinal origin; that it is not in the least dangerous to health, although it may occasionally result in noticeable taste or odor; that the treatment of the North Yakima water was prescribed by Dr. Lumsden of the United States Marine Hospital and seems to be strictly in accord with the accepted practice throughout the country and a bacteriological test maintained by the city of North Yakima was that the water is remarkably free from colon bacilli; that not a single case of intestinal disease in North Yakima has been traced to the use of water from the Naches river.

OPINION.

In reaching a decision in this action we have not been unmindful of the fact that since the granting of the franchise under which the respondent is operating its water system, the waters of the Naches river have not undergone much, if any, change. It is probable that the waters of that stream are no more turbid now than they were in 1904; that the salmon and eels have the same habits now that they had then; that stock ranges in the hills now as they were wont to do twelve years ago. There were settlements in the Naches valley in 1904 above the proposed intake suggested by the franchise, and these settlements likely polluted the waters of that stream quite as much as does the sparse settlement now above the intake of the Wapatox canal.

We cannot overlook what the records kept by the city's bacteriologist show. If these records are to be relied upon, the water furnished by respondent is quite as healthful as the artesian and the puritan waters sold in the city, for drinking purposes, and that the waters from the mains is as pure as the milk supply.

The first and central idea in a water supply is that it will not endanger the health of those who may use it. The healthfulness of the water being determined, mere matters of sentiment are somewhat inconsequential and must be subordinate to property rights. In vain have we examined the voluminous record of the evidence in this case to find a single case of intestinal disease traceable to the waters of either the Naches or the Yakima rivers. True it is that dead fish have been taken from the mains and pipes of the respondent's plant. It is a fact that once upon a time a human body was taken from the old reservoir. These things are unpleasant and are extraordinary. The evidence fails to show that the respondent has carelessly, or regardless of the duty it owes to the public, permitted the entry of fish, eels, crawfish, etc., into its pipe system. We are satisfied that the presence of fish in the pipe was the result of a break in the pipe line.

"Doctored water" is the thing abhorred by most of the witnesses. "It kills fish," "rots out tanks and pipe," "smells and tastes bad." Nevertheless, Dr. Lumsden, certainly an eminent authority, prescribed

the hypochlorite treatment, and Dr. Tetreau, city health officer of North Yakima, did not condemn it. Great scientists, in the main, indorse it, and many of our cities are using it.

If we were to rely upon the weight of evidence, even a reservoir would not dispense with the necessity of a chlorite treatment.

If, with a reservoir, the chlorite treatment must be continued, what justification would there be for the Commission to order this company to spend in the neighborhood of half a million dollars in building a reservoir and additional pipe lines and, when all was finished the company would have to deal with an unsatisfied clientele.

As to the water question, the evidence shows that in North Yakima there are many people of many minds. Thus far, however, not one of them has thrown any light upon the financial end of the problem. It is claimed by the respondent that it has now practically all the inhabitants of the city using its water and, if further revenue is to be had, it must come from the municipality. Probably this Commission has no power to compel the city to take an additional amount of water. Can the Commission, regardless of an additional revenue to the respondent, order it to do something not called for by the franchise under which it is operating; call upon it to do something at a cost as great as its present investment, which might, or might not, remedy the fault complained of by the people.

The franchise under which the respondent is operating is clear in its provisions. Section 3 thereof provides that the water to be supplied be taken from the Naches river, seven miles or more above the city of North Yakima. This clause was interpreted when the first intake was established. The respondent, however, has gone beyond the letter of the franchise and has extended its system to a point beyond the main settlements along the river and, by means of a concrete lined canal and pipes, is furnishing the best water practically accessible. Section 4 provides that a pressure of 75 pounds to the square inch at the intersection of Yakima avenue and Second street shall always be available for fire purposes, and a sufficient pressure shall always be maintained in the mains for domestic and other purposes. Under section 4 fire pressure is one thing and domestic pressure another. If a consistent pressure of 75 pounds was to be maintained for fire purposes it would have been useless to have spoken of domestic pressure. While 75 pounds is *unnecessary* as a domestic pressure, it is probably low as fire pressure.

If the respondent's water mains and pipes were constructed to withstand a 75-pound pressure, would it be fair now to exact or demand of it that it should rebuild its system so as to stand an 85, 100 or 125-pound pressure? Would it be fair to exact this when there is no showing that the insurance rates are abnormally high in North Yakima and when the fire chief admits that since the booster pump was installed the fire pressure has not been bad?

In this world things are relative. In proportion to its income the respondent is doing quite as much in the betterment of its plant as it is probable that the city itself is doing in its municipal endeavors or the people in their activities. It is no time to go beyond the spirit of the bond. The death rate in North Yakima is so low as to invite settlement, and intestinal diseases are at a minimum.

There is nothing in the law, common or statutory, that compels a water company to furnish absolutely pure water to a community. Water, in the state of nature, is never pure. What the law calls for is a reasonably pure supply. Turbid water has been termed reasonably pure and many cities do use it. There are few streams but that are turbid in periods of freshet and storm. There are few streams that have water free from all objections. The abundance of the supply of water furnished by the respondent is not in question, and, while the complaint states that, owing to leaks in respondent's pipes and mains the land upon which the city is built has been saturated, and the water table brought too near the surface of the ground, the evidence failed to support such a contention. The evidence shows that the respondent has its Wapatox canal reasonably sanitary and in the absence of breaks in its pipes, live fish, eels, etc., would not be allowed to enter the water system and the improvements now being made by respondent will result in the gradual elimination of leaky pipes. We wish, and we are sure the respondent wishes, that North Yakima might have an ideal supply of water. To a certain extent their welfare is our welfare and the respondent's welfare. Our wish, however, is not law. The question that confronts us, and which must run the gauntlet of law, is that a few years ago a franchise was granted by the city of North Yakima that it might be supplied with water. By the terms of that franchise the water of the Naches river was to be used and the character of the water plant was, in certain particulars, prescribed. That contract is still binding between the city and the water company. Even if this Commission had the power, it should not disturb that contract, unless for the gravest of reasons. If the evidence showed that the health of the people was affected by the water now being used we would act. But such is not the case. We are requested to do something that might result in the bankruptcy of the respondent company. The city demands the elimination of conditions affecting the water supply now no better known than they were when the franchise was granted.

The burden for a better water supply must, in some form, be borne by the people of North Yakima. While it may be true that \$50.00 per capita is not too great a sum to be spent for the procurement of an unquestioned water supply, certainly the respondent or its predecessor never agreed to install such a system for the people of that city. If such a system is to be installed, the burden of its installation should be assumed by the residents and taxpayers of the city.

The respondent has stated that it was withholding certain improvements awaiting decision in this action. We shall expect it to continue

its improvements and make such betterments, that the city may have available, at all times, proper fire protection and the water furnished at all times be healthful.

ORDER.

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 1743.

TOWN OF EPHRATA, A MUNICIPAL CORPORATION, *Complainant*, v L. H. PRUITT AND EMMA PRUITT, HIS WIFE, *Defendants*.

Complaint relating to water service in Ephrata, Washington.

It appearing to the Commission that the town of Ephrata has acquired the water plant operated by defendants at the time the above entitled proceeding was instituted, and that such plant is now being operated by the complainant,

IT IS ORDERED, That the above entitled proceeding be, and the same hereby is, dismissed.

No. 1834.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF BEN E. THOMAS, *Complainant*, v. STRATFORD IRRIGATION COMPANY, A CORPORATION, *Defendant*.

Complaint relating to irrigation service near Stratford, Wash.

It appearing to the Commission that since the commencement of the above entitled proceedings conditions affecting the subject matter complained of have changed, and that the complainant does not desire to further prosecute his complaint in said proceeding.

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 1889.

PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PACIFIC POWER & LIGHT COMPANY, *Respondent*.

Complaint relating to extension of water mains in North Yakima, Washington.

It appearing to the Commission that the cause of complaint has been met by the company by the construction of the water mains,

IT IS ORDERED, That this cause of action be, and the same hereby is, dismissed.

No. 1925.

CHARLES C. CULP, *Complainant*, v. THE BURBANK COMPANY, *Respondent*.

Complaint relating to irrigation service.

WHEREAS, It appearing to the Commission in the above entitled matter, that Mr. E. M. Warner, attorney for the plaintiff, and Mr. J. F. Pingree, manager of the defendant company, having stated to Commissioner Lewis that they have no objection to the dismissal of this case, and it further appearing to the Commission that no immediate necessity exists for a ruling on the question involved,

IT IS ORDERED BY THE COMMISSION, That this cause be and the same hereby is dismissed, without prejudice.

No. 1959.

GEORGE E. BURFORD ET AL., *Complainants*, v. CONSUMERS' DITCH COMPANY, THE BLACK ROCK POWER & IRRIGATION COMPANY, AGATHON LAND COMPANY, *Respondents*.

On August 16, 1915, complaint was filed with the Commission by George E. Burford, *et al.*, against Consumers' Ditch Company, The Black Rock Power & Irrigation Company and the Agathon Land Company, alleging in substance that the Hanford Irrigation and Power Company was the owner of certain dry lands in Benton county, Washington, and an irrigation system consisting of a power plant, wing dams, government permit, shore lands, transmission line, pumping station, irrigation canal and laterals, and general office, power transmission and distributing equipment used in connection with the generation and transmission of power and the pumping and distribution of water for irrigation purposes; that portions of said land were sold to the complainants and other purchasers, together with what was called a water contract entitling them to perpetually receive certain quantities of water for irrigation purposes at certain periods of the year; that said contracts provided that the purchasers should pay annually to the said Hanford Irrigation & Power Company a charge varying from \$1.50 to \$2.50 per acre for the purpose of maintaining and paying the operating expenses of said irrigation system; that said component parts are still subject to the performance of said obligations; that by virtue of sale of said lands and water rights the Hanford Irrigation & Power Company became possessed of bills receivable and other credits aggregating several hundred thousand dollars; that the Hanford Irrigation Company was placed in the hands of a receiver and the properties were sold at receiver's sale to Henry K. T. Lyons, in April, 1915; that said Lyons attempted to segregate the said properties by the transfer thereof to the respondent corporations; that subsequent to the attempted disintegration of said system the Consumers' Ditch Company assumed to control the delivery of water under and according to the original contract promulgating a certain

rate to be charged for water used during the season of 1915, which rate required the payment of \$7.00 per acre for the amount of water provided for in the contract, and 10c per acre inch for all water delivered in excess of the contract amount; that said rate is unjust and unreasonable and is an increase over and above the rate prescribed by said contracts and paid by these complainants and others before the purchase of said properties by the said Henry K. T. Lyons; that said rate is unjust, unreasonable and excessive; that it requires the payment of maintenance and operation charges contrary to the terms of the contract, and in excess of any reasonable or necessary cost of delivering said water; that the power and pumping plants are an essential part of said irrigation system, and are necessary in the performance of the obligations of said contracts and in the delivery of the water for which said rate is charged; that the pumping plant is inefficient, and inefficiently operated; that the irrigation canal and distributing laterals are inefficient, are not cemented, and a large percentage of the water delivered in the canal seeps into the adjoining land and injures and destroys large areas of otherwise valuable land; but that the contracts herein mentioned, so far as they required the furnishing of water for irrigation, are not based upon a consideration passing at the time of the execution of said contract.

On the 27th day of August, 1915, a valuation citation was issued by the Commission and served upon the respondent companies. For the purpose of hearing, the rate case and the valuation case were consolidated. Separate findings and orders will be filed.

On September 28, 1915, the Commission held a hearing at Hanford, Washington, the complainants being represented by its attorneys, M. M. Moulton, Esq., of the firm of Moulton & Jeffrey, and Lon Boyle, Esq., the defendants being represented by Elmer E. Todd, Esq., of the firm of Donworth & Todd, and H. Alexander Smith, of the firm of Smith, Knowlton & Hatch. The Commission was represented by Assistant Attorney General Scott Z. Henderson, its attorney.

At this hearing the question of the Commission's jurisdiction to go into the affairs of the defendant companies was raised. Thereupon the hearing was continued to October 4, 1915, in order to permit the attorneys to present arguments on the legal points raised. On said date the Commission met in Seattle, and oral and written arguments were presented by the attorneys for the complainants and the defendant companies. After duly considering said arguments the Commission rendered its opinion, holding the Commission had jurisdiction to proceed to investigate the affairs of the company, and thereupon an examination of the books and records, as well as the physical property of the defendant companies, was made by the Commission's accountants and engineers. The case was set for final hearing at Kennewick on the 17th day of January, 1916. At this hearing the parties hereto

were represented by the same attorneys as in previous hearings. The question of jurisdiction of the Commission was again raised by the respondents and overruled by the Commission, with the understanding that the jurisdictional question would be considered by the Commission in its final determination of the case. Testimony of engineers and accountants and interested parties was taken.

The Consumers' Ditch Company, one of the respondents, is a water company within the terms of Chapter 117, Laws of 1911, known as the Public Service Commission Law, and is therefore subject to the jurisdiction of this Commission. The objection to the jurisdiction of the Commission is based upon Section 34, Chapter 117 (*supra*), which is follows:

"Nothing in this act shall be construed to prevent any gas company, electrical company or water company from continuing to furnish its product or the use of its lines, equipment or service under any contract or contracts in force at the date this act takes effect, or upon the taking effect of any schedule or schedules of rates subsequently filed with the Commission, as herein provided, at the rates fixed in such contract or contracts: *Provided*, That the Commission shall have power, in its discretion, to direct by order that such contract or contracts shall be terminated by the company party thereto, and thereupon such contract or contracts shall be terminated by such company as and when directed by such order: *Provided further*, That the Commission shall have no power to order the termination of any contract relating to the furnishing of water for irrigation or irrigation and domestic use, where such contract is based upon a consideration passing at the time of the execution of such contract."

The above section permits a water company to furnish its product at the rates *fixed* in such contract or contracts. The contracts under consideration, and which are the basis of the judicial objection, contain provisions fixing a rate until the year 1913. Thereafter such annual fees or rates as should be established by the company were to be charged. These contracts were made with the Hanford Irrigation & Power Company, the predecessor of the Consumers' Ditch Company. Since the year 1913 there are no rates which have been fixed by the contract.

In order to permit a clear understanding of the case it appears advisable to give a brief history of the old Hanford Irrigation Company and its successors, the Consumers' Ditch Company, The Black Rock Power & Irrigation Company and the Agathon Land Company. The Hanford Irrigation & Power Company was brought into existence in 1906 by Judge Hanford and others, who obtained certain options of state lands, as well as some lands belonging to the Northern Pacific Railway Company, had surveys made of the power site, transmission line and irrigation canals, and in general outlined the whole scheme as it is now constructed.

The Hanford Irrigation & Power Company issued numerous contracts for the sale of land, and the so-called water rights as set forth in the first paragraph of this report.

This company went into the hands of a receiver on April 1, 1913, upon the application of American Power & Light Company, the principal stockholder at that time. The Federal Court appointed Mr. E. F. Benson as receiver, and during the period covered by the receivership the affairs of the company went through many vicissitudes, as it had also prior to the receivership, and on March 31, 1915, the entire property was sold at public sale by order of the Federal Court. The purchasers at the sale, Mr. Henry K. T. Lyons and associates, paid \$386,000 for the property.

The new purchasers of the property organized the present companies, Consumers' Ditch Company, to which they sold the irrigation canal and laterals consisting of the distributing portion of said irrigation system, The Black Rock Power & Irrigation Company, to which they transferred the properties at Priest Rapids, the transmission lines, pumping station and equipment, and all the power units and parts of said system, the Agathon Land Company, to which they transferred the arid lands and bills receivable and other credits, including the town-site of the town of Hanford.

Whatever may have been the original intentions of the promoters of the Hanford Company, the successor to that organization, The Consumers' Ditch Company, is a water company within the definition of the Public Service Law. (Sec. 8, Chap. 117, 1911 Laws.) "The term 'water company' when used in this Act includes every corporation, company, association, joint stock association, partnership and person, their lessees, trustees or receivers appointed by any court whatsoever, and every city or town owning, controlling, operating or managing any water system for hire within the state * * *"

"The obligations of a private company, organized for the purpose of selling arid lands and furnishing water for their irrigation are quasi public, and no arbitrary action under the guise of rules or regulations should be tolerated." (*Shafford v. White Bluffs Irr. Co.*, 63 Wash 10.)

This Commission is primarily concerned with the duty which the present company owes as a water company to the community served, and the duty of that community, the rate payers, to the water company. It is not necessary for the Commission to attempt any judicial construction of the contracts made by the land owners and the Hanford Company. It is assumed we may proceed without reference to the contracts, except in so far as they may throw light on the conditions leading up to the present situation.

It is contended by the water company that because the old contracts with the Hanford Company provided that after the year 1913 the maintenance charge should be such reasonable charge as the company might fix, this Commission is without authority to determine the reasonable rate. It is argued that for the Commission to attempt

to find the reasonable rate would be construing the contracts, and therefore constitute the attempted exercise of a judicial function.

Under our form of government the prescribing of reasonable rates is, and always has been, a legislative function in the exercise of the police power. By common law, prior to the enactment of our statutes, public utilities were required to charge only reasonable rates. By the enactment of the Public Service Commission Law the Commission is charged with the duty of ascertaining in proper proceedings the reasonable rate. If, prior to the enactment of Chapter 117, Laws of 1911, the power to prescribe the reasonable rate was delegated to the utility, that power was withdrawn by the statute mentioned, and any provision in a contract made prior or subsequent to the passage of the Public Service Commission Law, reserving to the utility the right to prescribe the reasonable rate is impotent.

The Consumers' Ditch Company owns no water, and has no water that it can sell. To its predecessor, the Hanford Company, may be applied the same statement. It is selling *service*. The water appropriated is for its own use or the use of the public, and in its relation with the public it is performing a service for which it may be entitled to compensation.

The original investment in this enterprise was undoubtedly made for the joint benefit of the company and for the public. The Hanford Company apparently expected to get returns from the service rendered, and also from the sale of its irrigable lands at enormous prices, and it should not be assumed now that the rate paying public must carry the burdens of the investment made for the purpose of increasing the sale value of the company's land. It is apparent from the record that the original investment was made on the basis of irrigating so many acres of land, and thereby increasing the value. On this basis the expenses and fixed charges may be pro-rated according to the acreage susceptible of irrigation for which the plant was built. The investment in, and the maintenance of, the plant undoubtedly enhances the value of every acre for which the plant was constructed. It therefore seems unfair for the company to expect those who purchased part of the land to bear the full burden of maintaining the plant, especially in view of the fact that about the only element of value in the land is on account of its susceptibility of irrigation under the irrigating plant.

Now, coming to the receiver's sale; when Mr. Lyons purchased the property of the Hanford Company he must have known that the irrigable land of that company had practically no value other than that accruing from the presence and maintenance of the irrigating plant, and it seems only reasonable and just that in maintaining the plant and operating the same all the land under the ditch should stand its pro rata expense. To expect that the few struggling purchasers should maintain the entire plant built as much for the Lyons land as for that of the purchasers is not within the bounds of reason.

After Mr. Lyons purchased the property at receiver's sale he proceeded to convey the same in the following manner:

The Black Rock Power & Irrigation Company was organized with a capital stock of \$50,000, and to it was conveyed the following property: The power plant and site at Priest Rapids, transmission lines between Priest Rapids and the pumping station at Hanford, and the pumping plant at Coyote Rapids, also some miscellaneous machinery and equipment. The Consumers' Ditch Company was organized with a capital stock of \$10,000 and to it was conveyed the irrigation canal and laterals, and some miscellaneous machinery. For this property and \$5,000 in cash the Ditch Company gave its capital stock. The Agathon Land Company was organized with a capital stock of \$10,000, and to it was conveyed the land in the irrigation project, the unsold lots in the Town of Hanford, miscellaneous buildings in the Town of Hanford, also bills and accounts receivable, amounts due on acreage contracts, town-site contracts and water rights.

When Mr. Charles M. Sanford, manager of the Consumers' Ditch Company, was on the stand he was asked to give the names of the stockholders of the Consumers' Ditch Company. He replied that "Mr. Smith (referring to H. Alexander Smith), holds the stock I think." (Trans. page 171.)

With reference to the stockholders of the Agathon Land Company, Mr. Todd, counsel for the three companies, responded that "All the shares of stock, except two, were held by Mr. H. Alexander Smith. Mr. Eddy holds two." (Trans. p. 171.)

With reference to the stockholders of the Consumers' Ditch Company, Mr. Sanford stated that he did not know exactly who they were, but that Mr. Simpson, witness for the Commission, had a memorandum of the stockholders. According to the statement of Mr. Todd, contained on page 174 of the Transcript, Mr. H. Alexander Smith is president of both the Black Rock Power & Irrigation Company and the Consumers' Ditch Company.

It can hardly be doubted that the Consumers' Ditch Company was intended to be, and is, an operating company organized for the purpose of holding title to and operating the irrigation canal and laterals purchased from the Hanford Company. The Black Rock Power & Irrigation Company was organized to hold title to and operate the electrical power plant, including the pumping plants operated by electrical power. The Agathon Land Company was organized to hold title to land. By this method the liability which Mr. Lyons and his associates acquired at the receiver's sale was put into one receptacle, viz., the Consumers' Ditch Company, and none of the assets were permitted to become associated therewith. The only real asset given to this company was \$5,000 in cash.

The liability of this ditch company is that of a water company under the statute, and such liability as may flow from the contracts

which it assumed or was compelled to carry out. Among those liabilities are the following:

"All charges made, demanded or received by any gas company, electrical company or water company for gas, electricity or water, or for any service rendered or to be rendered in connection therewith, shall be just, fair, reasonable and sufficient.

"Every gas company, electrical company and water company shall furnish and supply such service, instrumentalities and facilities as shall be safe, adequate and efficient, and in all respects just and reasonable.

"All rules and regulations issued by any gas company, electrical company or water company, affecting or pertaining to the sale or distribution of its product, shall be just and reasonable.

"Every gas company, electrical company and water company shall construct and maintain such facilities in connection with the manufacture and distribution of its product as will be efficient and safe to its employees and the public."

"Every gas company, electrical company or water company, engaged in the sale and distribution of gas, electricity or water, shall, upon reasonable notice, furnish to all persons and corporations who may apply therefor and be reasonably entitled thereto, suitable facilities for furnishing and furnish all available gas, electricity and water as demanded."

(Sec. 26 and Sec. 33, Chapter 117, Laws of 1911.)

We believe that the duty of the consumer to this water company may be measured by the payment of a rate based upon the investment made for the consumer's benefit by this company, together with the amount necessary to maintain that part of the plant devoted to his use, and the duty of the water company is to furnish the service for a compensation based on that same consideration. Such a rate base is not easily ascertainable, but in this instance it is more nearly certain than in the case of almost any other utility, for the reason that the original plant was built on a definite basis; the capacity of the plant was ascertained; the service to be rendered was known, and the plant was built for the express purpose of creating practically all the value in the land to be served, the major part of which at the inception was owned by the company. If the present company is now unable to use that plant for its own benefit in the way intended it should not call on and expect others to maintain the entire plant in order that the only value attached to the company's land may be perpetuated.

The ditch was built to serve more than the present actual consumers; efficiently operated its capacity is in excess of the needs of the present consumers; it never would have been built, and never was intended alone, for the present actual consumers. When Mr. Lyons and his associates purchased the property of the Hanford Company they purchased a ditch built and with a capacity to serve the land which they purchased, and also the land of the present consumers. Mr. Lyons

and his associates could have irrigated their lands from this ditch, and had in their hands the means of producing a revenue sufficient to contribute the share of operation, maintenance, depreciation, etc., properly assignable to that land for which the ditch was constructed. If the present farmers can make a sufficient amount from their land to pay their proper shares of expense incident to maintaining and operating the canal built and maintained for such land, Mr. Lyons and his associates could have done the same.

It may be presumed that in the organization of the three companies referred to all parties concerned knew the capacity of the ditch; they must have known that they were parcelling out the assets of a public utility. If, in this reorganization scheme, it was thought best not to give to the Consumers' Ditch Company the land from which could be produced the revenue for operating and maintaining that portion of the canal constructed for the benefit of such land, it does not accord with reasonableness to attempt now to assess to the present actual consumers the proportion of expense properly assignable to the land originally owned by the predecessors of the Consumers' Ditch Company.

There is no way by which the present consumers can make the land owned by the Agathon Land Company produce what may be termed the "maintenance fee," or the share of expense assignable to the land for which the ditch was built. Mr. Lyons and his associates could have done so. And now, although these gentlemen have made three corporations of themselves, they can with the same effort, and by the same means as that employed by the farmers under this project, make the irrigable land of the Agathon Land Company produce its share of the expense of maintaining the canal. As heretofore stated, practically all the value of the land of the Agathon Company exists by reason of the availability of water in the canal.

The charge for operation and maintenance of the ditch would increase in the event the Agathon Land Company should actually develop its land so as to produce the expense necessary by reason of maintaining and operating the canal built for the benefit of that land. By reason of this fact to apportion that part of operating expense called "operation charge" and "maintenance charge" on the basis of irrigable acres would give a charge per acre less than it should be if the Ditch Company actually delivered water to all the irrigable lands. The charge for operation, \$2,986.78, is practically the same as that for maintenance, \$2,705.84. If these charges are distributed on the basis of the acres now actually irrigated the charge per acre will be more than it should be, and we will, therefore, make the distribution of "operation charge" to the acres actually irrigated, and the "maintenance charge" will be distributed over the irrigable acres.

The capacity of the ditch is 100 second feet. With a 40 per cent loss for distribution, 100 second feet would supply 48 acre inches to 6,300 acres of land during an irrigation season of 210 days.

"Q. Then there is about 6,300 acres under the canal capable of irrigation which was at one time owned by the Hanford Irrigation & Power Company?

"A. Yes."

(Testimony of Charles M. Sanford for the Ditch Company, Trans. p. 241-2.)

This 6,300 acres includes 3,646 acres actually irrigated, together with land for which there is a water right, and irrigable land owned by the company, so that the irrigable land is approximately the capacity of the canal, considering a duty of 48 inches in an irrigation season of 210 days.

It is contended that 210 days is too long a period for an irrigation season, and it is also contended that the land, under what is known as the Hanford project, requires 48 inches of water.

It is doubtful if all of the land would require 48 inches. Furthermore, during the season when the heaviest irrigating is being done the company may establish rules for rotation.

"Use of large heads of water results in a saving of both time required for the irrigation, and the amount of water required by the crops. Large heads are absolutely necessary with porous soils in order to permit flooding of the surface quickly enough to prevent abnormally deep percolation losses." (Report of Herbert Wing, state engineer, to the governor of Idaho, 1913 and 1914.)

The rotation system was approved by the supreme court of this state in *Shafford v. White Bluffs, supra*.

Apportioning the charge for operation, \$2,986.78 over the 3,646 acres irrigated, we have a charge of 82 cents per acre. Apportioning maintenance, taxes, office and general expense, \$4,837.13, to the 6,300 acres, the capacity of canal, we have a charge of 77 cents per acre.

The complete failure of the Hanford Company, the sale price at receiver's sale of its property, and the purchase price of \$5,000 in stock paid by the present owners, seems conclusive evidence that the fair value of the irrigation plant was not, and is not, anything near what the property cost the Hanford Company. Particularly is this apparent when consideration is given to the value of the irrigation plant, disassociated from the land and power advantages sold with and as a part of the irrigation project. Mr. Lyons sold the irrigation plant. It is fair to assume that he was a willing seller, not compelled to sell, and that the purchaser, Consumers' Ditch Company, was a willing purchaser, not compelled to buy. In any event the present owners have invested in plant and working capital only \$10,000 in capital stock. We are of the opinion that the sale price in this transaction may be taken as the fair value without any disregard of the property rights of the present owners. The original cost, cost of reproduction, etc., may be used as a guide in making proper allowances for depreciation, and in this regard will have consideration in the rate. Counsel for the company present a theory conceived by them to be proper for the pur-

pose of arriving at a rate base. This theory includes a consideration of the original cost to the defunct company, the cost of reproducing new, and the cost of reproducing in present condition, allowances for depreciation, and there was also presented a development cost. Concerning this last item, counsel, quoting from *People ex rel. King County Lighting Co.*, 210 N. Y. 479, as follows:

"In a business classified among public callings the rate making power must allow for the losses during the lean years or their return will be confiscatory."

While the above theory is sound in some instances, such an allowance in capital cannot be proper when the utility, for reasons of its own, purposely made a rate below the cost of service, and admits that in the establishing of the rate for these lean years no consideration was given to the value of the service. In viewing the value of the irrigation plant alone the company can claim no injury by having the Commission accept as the fair value the sale price, and we doubt very much if the irrigation plant could be sold on the market today for the price which Mr. Lyons evidently received when he sold it to one of his own corporations. No claim is made that the Consumers' Ditch Company purchased any great bargain when it gave \$10,000 in shares of capital stock for the irrigation plant and \$5,000 in cash. Upon the theory indicated the Commission has, in separate findings, fixed the value of the property of the Consumers' Ditch Company used and useful in furnishing service at \$10,000. This includes the \$5,000 working capital which the present company received with the plant.

Interest at 8 per cent on \$10,000, the fair value fixed by this

Commission, will be.....	\$800 00
Depreciation	4,532 16

Making total	\$5,332 16
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And when this is distributed to the 6,300 acres, the capacity of

the canal, we have a charge of.....85 cents

For the year 1915 the Black Rock Power & Irrigation Company charged the Consumers' Ditch Company for 24,409 acre feet of water pumped the sum of \$12,204.50; 24,409 acre feet pumped, allowing 40 per cent for distribution loss, would leave a net of 14,645 acre feet; 14,645 acre feet would be equivalent to 32 inches on 5,492 acres in 210 days, which would amount to \$2.22 per acre.

We have, then, the following items to make up a reasonable rate:

Operating charges (including operation, maintenance, taxes, office and general expenses, 82 cents plus 77 cents).....	\$1 59
The fixed charges (interest on investment and depreciation) ..	85
Cost of pumping.....	2 22
Total.....	\$4 66

We have proceeded to apportion these charges as nearly as possible on the basis of expenses incurred by the company, and have assumed that the Consumers' Ditch Company in incurring these expenses was delivering 32 inches of water according to the terms of the old contract. As heretofore stated there are 3,646 acres now being irrigated, and the application of this rate to that number of acres will produce a revenue to the company of \$16,990.36.

If the owners of the Agathon Land Company, who appear to control the Consumers' Ditch Company, will irrigate their land, and this rate should be applied to the 6,300 acres, a revenue would be returned to the Consumers' Ditch Company of \$29,358.00.

In Mr. Sanford's testimony, found on page 168 of the transcript, it appears that in the operating expenses for the year 1915 the sum of \$5,302 was allowed for fees and legal expenses. In this sum was included the sum of \$5,000, incurred in connection with the proceedings herein referred to. The Commission has made an allowance of a nominal charge of \$600.00 per year for legal expenses. A sufficient amount will be allowed in the rate to take care of the remaining \$4,800.

According to the figures introduced the "operating charges" of

the company, excluding the \$4,800.....	\$7,818 91
Interest on investment.....	800 00
Depreciation	4,532 16
Cost of pumping.....	12,204 50
Total.....	\$26,355 57

If the Agathon Land Company would put its land under cultivation and contribute its share to operation of this company, we would have, as above stated, \$29,358.00.

The difference between this sum and the present total for operating, fixed charges and pumping, should take care of any increased cost of operation. Furthermore, if the land requires more than 32 inches of water the Commission will allow a charge in excess of \$4.66 for water in addition to the 32 inches.

The Commission is of the opinion that \$4.80 per acre as a minimum charge for 32 inches of water is a fair, reasonable and just charge for the service rendered, and that the company's tariff No. 2 naming \$7.00 per acre for such service is unjust and unreasonable, and should be cancelled. The Consumers' Ditch Company will be permitted to make a charge not to exceed 10 cents per acre inch for all water delivered in excess of the minimum of 32 inches.

The application of this rate for 32 inches will produce..... \$30,240 00
The application of this rate for 48 inches would produce..... \$40,320 00
if applied to the 6,300 acres.

At the last hearing a motion was made on behalf of the complainants, asking leave to amend their complaint by asking for a refund of excess charges. No evidence was introduced as to the amount of the

excess charges, and no findings on that particular point can be made at this time.

The motion to amend will be allowed, and further testimony taken on this feature of the case if desired.

The complaint as to the Black Rock Power & Irrigation Company and Agathon Land Company will be dismissed.

Findings and order will be prepared in accordance with this opinion.

No. 1959.

GEORGE E. BURFORD ET AL., *Complainants*, v. CONSUMERS' DITCH COMPANY, THE BLACK ROCK POWER & IRRIGATION COMPANY AND AGATHON LAND COMPANY, *Respondents*.

The Commission having heretofore filed its written opinion in the above entitled cause, now makes the following

FINDINGS OF FACT AND ORDER.

The Commission finds:

I

That the Hanford Irrigation & Power Company is a corporation duly organized under the laws of the State of Washington and prior to April, 1915, owned and operated a water system in Benton county, Washington, in the vicinity of the town of Hanford, Washington.

II

That on or about April 1, 1913, the said Hanford Irrigation & Power Company went into the hands of a receiver by virtue of proceedings in the Federal court.

III

That on or about March 31, 1915, all of the property of the said Hanford Irrigation & Power Company, including the water system referred to in Finding No. 1, was sold by order of the Federal court at receiver's sale to H. K. T. Lyons and associates.

IV

That the Consumers' Ditch Company is a corporation duly organized under the laws of the state of New Jersey, with a capital stock of \$10,000; and the Black Rock Power & Irrigation Company is a corporation duly organized under the laws of New Jersey, with a capital stock of \$50,000; and the Agathon Land Company is a corporation duly organized under the laws of New Jersey, with a capital stock of \$10,000.

V

Immediately after the sale referred to in Finding No. 3, the said H. K. T. Lyons and his associates sold and transferred to the Consumers' Ditch Company a part of the water system referred to in Findings Nos. 1 and 3, which transfer included an irrigation canal and laterals and some incidental machinery and the said Consumers' Ditch

Company now is, and ever since said transfer has been, the owner and operator of said water system so transferred.

VI

That as a consideration for said water system the said Consumers' Ditch Company issued \$5,000 of its capital stock and as a part of said transaction the said Consumers' Ditch Company received \$5,000 in cash, for which it issued \$5,000 of its capital stock, making a total issue of \$10,000, being all of the capital stock of the Consumers' Ditch Company.

VII

Prior to the date of the receivership herein referred to, the Hanford Irrigation & Power Company has issued certain water deeds, land and water deeds, land and water contracts, and water contracts to purchasers of land and water. The said water deeds, land and water deeds, land and water contracts, and water contracts conveying and contracting to convey what was termed a water right, the said water right being a right of the purchasers to the use of 32 acre inches of water annually during the irrigation season beginning April 1 and ending October 31, or, as stated in the contract, the right to the use of one cubic foot of water per second of time per 160 acres, from the system of the Hanford Irrigation & Power Company, upon the payment of the so-called annual charge, ranging from \$1.50 to \$2.50 per acre per year.

VIII

That in the said water deeds, land and water deeds, land and water contracts and water contracts issued by the said Hanford Irrigation & Power Company prior to the said purchase by the Consumers' Ditch Company, there was a provision fixing the "annual charge to cover the cost of maintenance and operation of the power and pumping plant, its reservoirs and of said canal and ditch," to be paid the Hanford Irrigation & Power Company in sums ranging from \$1.50 to \$2.50 per acre. There was also a provision that the amount of this fixed annual charge should not be changed before 1913 and that "thereafter such annual fees as shall be established by the company."

IX

That after the purchase by said Consumers' Ditch Company of said water system consisting only of an irrigation canal, laterals and some incidental machinery, the said Consumers' Ditch Company attempted to fix the annual fee at \$7.00 per acre.

X

That at the time of the purchase of the property from the receiver of the Hanford Irrigation and Power Company there were, and still are, approximately 6,300 acres of irrigable land which can be served by the water system now owned and operated by the said Consumers' Ditch Company.

XI

That of the 6,300 acres referred to in Finding No. 10 there are 3,646 acres not owned by the Consumers' Ditch Company, which acreage is being served by the said Consumers' Ditch Company, and which acreage is being actually irrigated.

XII

That all of the 6,300 acres referred to in Finding No. 10 was at one time owned by the Hanford Irrigation & Power Company and practically all of said land, with the exception of said 3,646 acres referred to in Finding No. 11, was sold at the receiver's sale referred to in Finding No. 3.

XIII

That at the time of the transfer referred to in Finding No. 3 there was also transferred by the purchasers at receiver's sale to the Black Rock Power & Irrigation Company, certain property at Priest Rapids, the transmission lines, pumping station and equipment and all the power units and parts of the electric plant; and the same purchasers transferred to the Agathon Land Company all the land, bills receivable and other credits, including the townsite of the town of Hanford, all of which property was formerly the property of the Hanford Irrigation & Power Company and all of which was purchased at the receiver's sale referred to in Finding No. 3.

XIV

That according to the testimony, Mr. H. Alexander Smith is president of the Consumers' Ditch Company, and holds the stock of said company. The same H. Alexander Smith owns all the shares of stock, except two, of the Agathon Land Company. The same H. Alexander Smith is president of the Black Rock Power & Irrigation Company.

XV

That the Agathon Land Company is the owner of all the land purchased at the receiver's sale referred to in Finding No. 3.

XVI

That the capacity of the irrigating canal of said Consumer's Ditch Company is 100 second feet which, with a 40 per cent loss for distribution, will supply 48 acre inches to 6,300 acres of land during the irrigation season, from April 1 to October 31.

XVII

That the said water system was constructed by the Hanford Irrigation & Power Company to serve, not only the said 6,300 acres but many more acres, it being the intention to supply only 32 inches of water, while a 40 per cent loss was not anticipated.

XVIII

That a 40 per cent loss in distribution is a reasonable amount to be calculated for this water system.

XIX

That after the purchase by the Consumers' Ditch Company of the said water system the said Consumers' Ditch Company thereby fixed for the year 1915 an annual charge of \$7.00 per acre for 32 acre inches of water, and 10 cents per acre inch for all water delivered in excess of 32 acre inches and that the said annual charge per acre was also fixed by said Consumers' Ditch Company for the year 1916.

XX

That the annual fixed charges of this company, allowing 8 per cent interest on the value of \$10,000, heretofore found by the Commission are:

Eight per cent interest on \$10,000.....	\$800 00
Depreciation	4,532 16
Total.....	\$5,332 16

XXI

That the sum required annually to meet operation, maintenance, taxes, office and general expenses is:

Operation	\$2,986 78
Maintenance, taxes, office and general expenses..	4,832 13
Total.....	\$7,818 91

XXII

That the sum required to meet the charges made by the Black Rock Power & Irrigation Company for pumping is \$12,204.50.

XXIII

That the fixed charges should be apportioned on the basis of the number of acres for which the system was built and is being maintained, namely, 6,300 acres, which gives 85 cents per acre.

XXIV

That the charge for operation may be distributed on the basis of the acres now being actually irrigated, namely, 3,646, which gives 72 cents per acre.

XXV

That the maintenance, taxes, office and general expenses may be apportioned on the basis of the acreage for which the system was built and is being maintained, namely, 6,300 acres, which gives 77 cents per acre.

XXVI

That there was pumped by the Black Rock Power & Irrigation Company for the Consumers' Ditch Company, for the year 1915, 24,409 acre

feet of water, for which the Consumers' Ditch Company paid the Black Rock Power & Irrigation Company the sum of \$12,204.50 and that allowing 40 per cent for distribution loss the said amount of water which was pumped into the Consumers' Ditch Company would be equivalent to 32 acre inches of 5,492 acres during the irrigation season, which would amount to \$2.22 per acre.

XXVII

That the annual charge of \$7.00 per acre for 32 acre inches of water, or one cubic foot of water per second of time for 160 acres made by the Consumers' Ditch Company for the year 1915, and made and proposed for the year 1916, according to its schedule of rates on file with this Commission, is excessive and exorbitant to the extent that such charges exceed the sum of \$4.80 per acre for 32 acre inches of water and 10 cents per acre inch for water in excess of 32 acre inches.

XXVIII

That the annual charge of \$7.00 per acre is now made and, according to the schedule of said Consumers' Ditch Company for the delivery of the minimum of 32 inches of water, is unjust, unfair, unreasonable and prohibitive.

XXIX

That the annual charge of 10 cents per acre for all water in excess of 32 inches, as now being made by the Consumers' Ditch Company, is reasonable, fair, just and sufficient.

XXX

That an annual charge of \$4.80 per acre for delivery of the first 32 acre inches of water is a just, reasonable and sufficient rate.

IT IS THEREFORE ORDERED, That the schedule of rates of said Consumers' Ditch Company be, and same hereby is, vacated and set aside and said Consumers' Ditch Company is directed to file, publish and put into effect for the year 1916, and until further change according to law, a schedule providing for an annual charge not in excess of \$4.80 per acre for delivery of 32 acre inches of water during the irrigation season from April 1 to October 31 of each year, with a further charge not in excess of 10 cents per acre inch for all water in excess of 32 acre inches. The minimum charge may be based on the delivery of 32 acre inches.

IT IS FURTHER ORDERED, That a period of sixty days be allowed complainants to make proper showing, if they desire, relative to the amount of overcharge, if any, claimed.

IT IS FURTHER ORDERED, That complaint against the Black Rock Power & Irrigation Company and the Agathon Land Company be, and the same hereby is, dismissed.

No. 1965.

CHARLES D. DAY, *Complainant*, v. WALLA WALLA IRRIGATION COMPANY,
Respondent.

FINDINGS OF FACT AND ORDER.

This proceeding came on for hearing before the Commission at Walla Walla, Washington, on September 10, 1915, Chairman C. A. Reynolds and Commissioner Frank R. Spinning being present. The Commission was represented by Mr. Scott Z. Henderson, assistant attorney general. The complainant was represented by Mr. C. M. Rader, his attorney, and respondent was represented by Mr. T. A. Paul, its attorney. Witnesses were sworn and examined, and cause continued for further hearing. On March 4, 1916, this cause came on for further hearing before the Commission, Commissioners Arthur A. Lewis and Frank R. Spinning being present. Complainant and respondent were represented by their respective attorneys, as above named. Witnesses were sworn and examined, and additional evidence received and hearing concluded, and cause submitted to the Commission for its decision. The Commission having considered the evidence and being fully advised in the premises, makes the following

FINDINGS OF FACT.

I

The respondent is a corporation, organized and existing under and by virtue of the laws of Washington, and owns, controls, operates and manages a water system for hire in Walla Walla county, Washington, which water system was constructed and is operated and maintained for the purpose of furnishing water for irrigation of the Gardena Contoured Tracts in said county and state. Complainant, together with many others, have purchased from respondent tracts of land located in said Gardena Contoured Tracts, for the irrigation of which and for domestic purposes incident thereto respondent has undertaken to furnish water from said water system at the rate of one cubic foot of water per second of time for each 160 acres of land.

II

Respondent's water supply is obtained by diversion of water from the Walla Walla river, at a point on the McBean donation claim in township 6, north range 35 east, W. M.; that the water which respondent is entitled to divert from said stream is insufficient to furnish water for the purposes stated for the acreage of land which respondent has undertaken to serve at the rate of one cubic foot of water per second of time for each 160 acres of such land, or in sufficient quantity to irrigate such lands adequately or reasonably. No measuring boxes or other device for distributing the amount of water furnished complainant or others similarly situated, have been installed by respondent. It is, therefore, impossible to ascertain the exact amount of water fur-

nished the several users served by respondent. However, it is certain that respondent has failed in a substantial and injurious degree in performing its undertaking in that respect.

III

Respondent has in good faith endeavored to secure an additional supply of water sufficient to enable it to fully perform its obligations. During the year 1909 respondent expended upwards of \$6,000 in drilling a well near the head works of its canal for the purpose of augmenting its water supply. Respondent has expended several thousand dollars in surveying and exploring the hill and valleys in the watershed of the Walla Walla river for a suitable storage reservoir site. No suitable site has been located. A surface well having a depth of about 35 feet was recently completed by respondent, but tests made in February, 1916, by the Commission's engineer show that no material additional supply has been developed thereby. During the year 1910 respondent secured the right to divert water discharged from the sewerage system of the city of Walla Walla, and expended about \$50,000 in providing facilities for conveying such water to its said water system. Notwithstanding these efforts to increase the water supply, respondent's water system and water supply are inadequate and insufficient.

IV

That the installation of measuring boxes or other devices for determining the amount of water delivered to each water user to whom respondent has undertaken to furnish water will materially assist in effecting a proper distribution of water, and in conserving the supply available, and the installation, maintenance and use of such measuring boxes or device for and during the approaching irrigation season and thereafter are, and will be, necessary for the purposes above stated. Suitable rules and regulations for the distribution and use of water are necessary also.

V

By the use of suitable measuring boxes or devices, and the observance of suitable and reasonable rules and regulations for the distribution and use of water, the quantity of water which will be available for the approaching irrigation season should be sufficient to irrigate the lands affected by this proceeding, considering the unusually large rain and snowfall of the last winter. This proposition was conceded by the interested parties during the last hearing.

VI

Respondent's canals, flumes, ditches and laterals are considerably obstructed by weeds, grass, brush and gravel which retard the flow of water and undoubtedly interfere with the proper distribution and use of water. The altitude drops in the canal are in a poor state of repair. This condition endangers the banks of the canal and is likely to result

in washouts and interruption of the service if such condition should be allowed to exist during the coming season.

CONCLUSION.

The Commission is of the opinion that respondent should be commended for past efforts to secure additional water. The future of the community served by respondent is at stake. The Commission will expect the respondent to exert to the utmost its resources and the ingenuity of its management to the end that a substantial increase in water supply may be available before the commencement of the irrigation season of 1917, leaving to respondent, in the exercise of good faith, the discovery of suitable means of increasing its water supply, inasmuch as the showing made does not inform the Commission of the existence of a suitable supply available to the water company. Should it hereafter appear to the Commission, however, that there exists good reason to believe that a suitable supply may be obtained by the adoption of a particular plan, a further hearing will be held and such plan adopted if found to be reasonable and practicable.

During the hearing held on March 4, 1916, a controversy arose as to the number of acres actually irrigated and owned by the water company, the number of acres charged maintenance fees, the maintenance fee per acre and the number of acres irrigated under the various rates charged. Pursuant to stipulation entered into by complainants and respondent through their respective counsel a committee consisting of the Commission's accountant E. D. Ridley, respondent's accountant S. H. Dickenson and the complainant Charles G. Day was appointed and directed to examine the books, contracts and other documents involved, and report its findings to the Commission. This committee reported to the Commission March 6, 1916, and its report was offered and received in evidence and marked "Exhibit Number A-2." This report was unanimously agreed to by the committee. The committee was unable to agree upon the facts concerning one tract which is known as the Lowell Tract, containing forty-five acres. After this report was filed it was agreed by counsel that the Lowell Tract should be added to the statement contained in the report, and listed therein as containing forty-five acres, with a total revenue of \$67.50, taking the \$1.50 summer rate. It was further agreed that all the tracts described in said report, together with the Lowell Tract referred to above, should be entered on the company's books and carried thereon at the rates specified in the report for the year 1916.

WHEREFORE, IT IS ORDERED, That measuring boxes or other suitable device for determining the quantity of water delivered to each water user be installed by respondent within twenty (20) days from the service of this order, and thereafter properly maintained and used, and that a record be kept by respondent showing to whom delivered, the quantity and period of delivery of all water furnished by respondent during the irrigation season of 1916 and until otherwise ordered.

IT IS FURTHER ORDERED, That suitable rules and regulations for the distribution and use of water be promulgated and enforced by respondent during the irrigation season of 1916 and until otherwise ordered; that a copy of such rules be filed with the Commission within twenty (20) days after the service of this order, such rules to become effective within ten (10) days after same are filed, unless hereafter otherwise ordered; that within twenty (20) days after service of this order respondent shall cause to be removed the weeds, grass, brush and gravel which obstruct said canals, flumes, ditches and laterals maintained by it, and also repair the altitude drops in said canal and thereafter maintain same in good repair.

IT IS FURTHER ORDERED, That respondent shall cause all of the tracts described in the report hereinbefore referred to as Exhibit A-2, together with said Lowell Tract, to be entered on its books and carried thereon for the year 1916 for the rates specified in said report.

This proceeding will be considered pending for such further hearing or order as may appear to be advisable or necessary.

No. 4005.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. CONSUMERS' DITCH COMPANY, THE BLACK ROCK POWER & IRRIGATION COMPANY AND AGATHON LAND COMPANY, *Respondents*.

On August 16, 1915, complaint was filed with the Commission by George E. Burford and others against the above respondents, complaining of the rates charged for water for irrigation, and the report of the proceedings of this Commission, together with findings and order will be found in Cause Number 1959.

On August 27, 1915, a valuation citation was issued by the Commission and served upon the respondent companies. For the purpose of hearing, the rate case and valuation case were consolidated. Separate findings and order will be filed.

On September 28, 1915, the Commission held a hearing at Hanford, Washington, complainant being represented by its attorneys M. M. Moulton, Esq., of the firm of Moulton & Jeffrey, and Lon Boyle, Esq., the defendants being represented by Elmer E. Todd, of the firm of Donworth & Todd, and H. Alexander Smith, of the firm of Smith, Knowlton & Hatch. The Commission was represented by Assistant Attorney General Scott Z. Henderson, its attorney.

The Consumers' Ditch Company, one of the respondents, is a water company within the terms of chapter 117, Laws of 1911, known as the Public Service Commission Law, and is therefore subject to the jurisdiction of this Commission.

In order to permit a clear understanding of the case it appears advisable to give a brief history of the old Hanford Irrigation Company and its successors, the Consumers' Ditch Company, The Black Rock

Power & Irrigation Company and the Agathon Land Company. The Hanford Irrigation & Power Company was brought into existence in 1906 by Judge Hanford and others, who obtained certain options of state lands, as well as some lands belonging to the Northern Pacific Railway Company, had surveys made of the power site, transmission line and irrigation canals, and in general outlined the whole scheme as it is now constructed.

The Hanford Irrigation & Power Company issued numerous contracts for the sale of land, and the so-called water rights, as set forth in the first paragraph of this report.

This company went into the hands of a receiver on April 1, 1913, upon the application of American Power & Light Company, the principal stockholder at that time. The Federal court appointed Mr. E. F. Benson as receiver, and during the period covered by the receivership the affairs of the company went through many vicissitudes, as it had also prior to the receivership, and on March 31, 1915, the entire property was sold at public sale by order of the Federal court. The purchasers at the sale, Mr. Henry K. T. Lyons and associates, paid \$386,000 for the property.

The new purchasers of the property organized the present companies, Consumers' Ditch Company, to which they sold the irrigation canal and laterals consisting of the distributing portion of said irrigation system, The Black Rock Power & Irrigation Company, to which they transferred the properties at Priest Rapids, the transmission lines, pumping station and equipment, and all the power units and parts of said system, the Agathon Land Company, to which they transferred the arid lands and bills receivable and other credits, including the townsite of the town of Hanford.

Whatever may have been the original intentions of the promoters of the Hanford Company, the successor to that organization, the Consumers' Ditch Company, is a water company within the definition of the public service law (Sec. 8, Ch. 117, Laws 1911). "The term 'water company' when used in this act includes every corporation, company, association, joint stock association, partnership and person, their lessees, trustees or receivers appointed by any court whatsoever, and every city or town owning, controlling, operating or managing any water system for hire within the state." * * *

"The obligations of a private company, organized for the purpose of selling arid lands and furnishing water for their irrigation are quasi public, and no arbitrary action under the guise of rules or regulations should be tolerated." (*Shafford v. White Bluffs Irr. Co.*, 63 Wash. 10.)

The Consumers' Ditch Company was organized with a capital stock of \$10,000, and to it was conveyed the irrigation canal and laterals and some miscellaneous machinery. For this property and \$5,000 in cash the Consumers' Ditch Company gave its capital stock.

When Mr. Charles M. Sanford, manager of the Consumers' Ditch Company, was on the stand he was asked to give the names of the stockholders of the Consumers' Ditch Company. He replied that "Mr. Smith (referring to H. Alexander Smith) holds the stock I think." (Trans., page 171.)

With reference to the stockholders of the Agathon Land Company, Mr. Todd, counsel for the three companies, responded that "All the shares of stock, except two, were held by Mr. H. Alexander Smith. Mr. Eddy holds two." (Trans., page 171.)

With reference to the stockholders of the Consumers' Ditch Company, Mr. Sanford stated that he did not know exactly who they were, but that Mr. Simpson, witness for the Commission, had a memorandum of the stockholders. According to the statement of Mr. Todd, contained on page 174 of the Transcript, Mr. H. Alexander Smith is president of both the Black Rock Power & Irrigation Company and the Consumers' Ditch Company.

It can hardly be doubted that the Consumers' Ditch Company was intended to be, and is, an operating company organized for the purpose of holding title to and operating the irrigation canal and laterals purchased from the Hanford Company. The Black Rock Power & Irrigation Company was organized to hold title to and operate the electrical power plant, including the pumping plants operated by electrical power. The Agathon Land Company was organized to hold title to land. By this method the liability which Mr. Lyons and his associates acquired at the receiver's sale was put into one receptacle, viz., the Consumers' Ditch Company, and none of the assets were permitted to become associated therewith. The only real asset given to this company was \$5,000 in cash.

The complete failure of the Hanford Company, the sale price at receiver's sale of its property, and the purchase price of \$5,000 in stock paid by the present owners, seems conclusive evidence that the fair value of the irrigation plant was not, and is not, anything near what the property cost the Hanford Company. Particularly is this apparent when consideration is given to the value of the irrigation plant, dissociated from the land and power advantages sold with and as a part of the irrigation project. Mr. Lyons sold the irrigation plant. It is fair to assume that he was a willing seller, not compelled to sell, and that the purchaser, Consumers' Ditch Company, was a willing purchaser, not compelled to buy. In any event, the present owners have invested in plant and working capital only \$10,000 in capital stock. We are of the opinion that the sale price in this transaction may be taken as the fair value without any disregard of the property rights of the present owners. The original cost, cost of reproduction, cost of reproduction less depreciation and the various elements provided by statute have been given due consideration.

Counsel for the company present a theory conceived by them to be proper for the purpose of arriving at a rate base. This theory in-

cludes a consideration of the original cost to the defunct company, the cost of reproducing new and the cost of reproducing in present condition, allowances for depreciation, and there was also presented a development cost. Concerning this last item, counsel, quoting from *People ex rel. King County Lighting Co.*, 210 N. Y. 479, as follows:

"In a business classified among public callings the rate making power must allow for the losses during the lean years or their return will be confiscatory."

While the above theory is sound in some instances, such an allowance in capital cannot be proper when the utility, for reason of its own, purposely made a rate below the cost of service, and admits that in the establishing of the rate for these lean years no consideration was given to the value of the service. In viewing the value of the irrigation plant alone the company can claim no injury by having the Commission accept as the fair value the sale price, and we doubt very much if the irrigation plant could be sold on the market today for the price which Mr. Lyons evidently received when he sold it to one of his own corporations. No claim is made that the Consumers' Ditch Company purchased any great bargain when it gave \$10,000 in shares of capital stock for the irrigation plant and \$5,000 in cash.

According to the figures submitted by the engineers for the Public Service Commission and the engineer of the Consumers' Ditch Company, the cost of construction and equipment, defined as being the actual cost from accounting records of the existing property, is:

Commission's engineer	\$215,963 40
H. L. Gray, for Consumers' Ditch Company....	212,921 87

The amount expended in permanent improvements is included in these figures, and no portion of permanent improvements is charged to operating expense.

The estimated cost of reproduction, engineers for the Commission.....	\$247,175 62
The estimated cost of reproduction, H. L. Gray.	265,213 92

The cost of reproducing in its present condition, considering that the utility has an average life of thirty-eight years, and an average age of six years, would give an estimated cost of reproducing in its present condition, based upon the figures of the Commission's engineers, of the sum of \$207,620.00.

The amount of the present capital stock is \$10,000, 100 shares of the par value of \$100 each.

There is no funded indebtedness.

The Commission has been unable to determine the market value of the stock of this company, as it does not appear to have been upon the market.

No dividends were ever paid. The earnings under the present rates as shown for 1915 by the Commission's exhibit was the sum of \$24,582.85, and by the exhibit of Mr. Gray, \$24,478.11, considering the

acreage served and the earnings for 1915, and the capacity of the ditch; the probable earning capacity is computed from the Commission's exhibit to be \$42,475 and from the exhibit of Mr. Gray, \$42,292.

The sum required to meet fixed charges and operating expenses appears to be as follows:

Eight per cent interest on \$10,000.....	\$800 00
Depreciation	4,532 16
Operation	2,986 78
Maintenance, taxes, office and general expense..	4,832 13
For pumping the water to the Black Rock Power & Irrigation Company.....	12,204 50

From consideration of all facts in the case the Commission is of the opinion that the total market value of the property of the Consumers' Ditch Company, used for the public convenience within this state, is \$10,000.

The complaint will be dismissed as to The Black Rock Power & Irrigation Company and the Agathon Land Company.

Findings and order will be prepared in accordance herewith.

No. 4033.

CLARENCE HANFORD, Complainant, v. BLACK ROCK IRRIGATION & POWER COMPANY, A CORPORATION, AND PACIFIC POWER & LIGHT COMPANY, A CORPORATION, Respondents.

The Commission having been advised by complainant that complainant has installed an oil burning engine for generation of power and that such installation has rendered the service sought by complainant from respondent unnecessary,

WHEREFORE, IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 4041.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF CITY OF ANACORTES, A MUNICIPAL CORPORATION, OF THE THIRD CLASS, Complainant, v. ANACORTES LIGHT & WATER COMPANY, A CORPORATION, Respondent.

This cause came on regularly for hearing at Anacortes, Washington, on the 20th day of June, 1916, before the Public Service Commission of Washington, there being present Commissioners Arthur A. Lewis and Frank R. Spinning; the complainant, the city of Anacortes, being represented by Frank R. Norvell and John L. Corrigan, its attorneys. The respondent, Anacortes Light & Water Company, being represented by Judge George A. Joiner and Thomas Smith, its attorneys. The plaintiff and defendant, by their respective counsel, stipulated before the Commission as follows:

It is stipulated between the city of Anacortes, on the one side, and the Washington Power, Light & Water Company, successors to the Anacortes Light & Water Company, as follows:

1. That the Water Company will put in new pipe from Fifteenth and Commercial streets to Seventeenth and R streets, within six or eight weeks from June 20, 1916.

2. That the Water Company agrees to put in a filter at Cranberry lake within five months from the date hereof, provided, however, that the time might be extended upon application, with notice of three days to the Commission, for good cause shown.

3. It is further agreed that until the filter is placed at Cranberry lake, that the company will use the waters from Whistle lake to supply the city of Anacortes, unless in case of fire, or breaks in the pipe line, then they may use water from Heart lake, and further, that in the event that the using of the water exclusively from Whistle lake has a tendency to deplete the source then they may use water from Heart lake, with the permission of the Commission.

4. That the Water Company agrees to put in new main or pipe line, on or before the 1st day of June, 1917, in all that portion of its line on and near K avenue, which pipe line will stand a pressure of seventy pounds per square inch.

5. The water is not to be used from Heart lake except in cases of fire, breakdown, or other emergency, without permission had and obtained from the Public Service Commission.

6. That after the improvements have been placed in Cranberry lake, and the other improvements herein mentioned, the Water Company is to furnish the city with a pressure of seventy pounds per square inch at 0.0 datum line.

7. In consideration of the Water Company performing the stipulations herein mentioned, the city agrees to pay hydrant and water bills, and flush tank bills, at the next meeting of the council, subsequent to June 20, 1916, said payment to be made by warrant for water rental drawn on the current expense fund for the year 1915 on the 1914-15 water current expense fund, and warrant for the water rental for the year 1916, to be drawn on the current expense fund for 1916; which stipulation is, in every particular, approved by the Commission.

I

IT IS ORDERED, That the Water Company will put in new pipe from Fifteenth and Commercial streets to Seventeenth and R streets, within six or eight weeks from June 20, 1916.

II

That the Water Company put in a filter at Cranberry lake within five months from date hereof, provided, however, that the time be extended upon application, with notice of three days to the Commission, for good cause shown.

III

That until said filter is placed at Cranberry lake, the company will use the waters from Whistle lake to supply the city of Anacortes, unless in case of fire, or breaks in the pipe line, then they may use water from Heart lake, and further, that in the event that the using of the water exclusively from Whistle lake has a tendency to deplete the source, then they may use water from Heart lake, with the permission of the Commission.

IV

That the Water Company put in new main or pipe line, on or before the 1st day of June, 1917, in all that portion of its line on and near K avenue, which pipe line will stand a pressure of seventy pounds per square inch.

V

That water is not to be used from Heart lake except in cases of fire, breakdown, or other emergency, without permission had and obtained from the Public Service Commission.

VI

That after the improvements have been placed in Cranberry lake, and the other improvements herein mentioned, the Water Company is to furnish the city with a pressure of seventy pounds per square inch at 0.0 datum line.

VII

In consideration of the Water Company performing the stipulations herein mentioned, the city is to pay hydrant and water bills, and flush tank bills, at the next meeting of the council, subsequent to June 30, 1916, said payment to be made by warrant for water rental drawn on the current expense fund for the year 1915 on the 1914-15 water current expense fund, and warrant for water rental for the year 1916, to be drawn on the current expense fund for 1916.

No. 4190.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. CURLEW MINING COMPANY, A CORPORATION, *Respondent*.

This cause came on to be heard this 16th day of August, 1916, before Chairman E. F. Blaine, Commissioners Arthur A. Lewis and Frank R. Spinning; Mr. Porter, attorney, appearing for the town of Republic and Mr. Allen, attorney, appearing in behalf of the Curlew Mining Company. Witnesses were sworn and examined. From the testimony offered the Commission finds as follows:

I.

That the Curlew Mining Company is a corporation organized and doing business under and by virtue of the laws of the State of Washington, and heretofore was operating a water system in the town of Republic.

II.

That said water system has been turned over to the mortgagee of the same.

III.

That since the turning over of said water system to the mortgagee he has sought to borrow money on same and additional property by which to make betterments and improvements therein, but that he is unable to do so.

IV.

That in case said water system should be turned over to the town of Republic that it has no means of borrowing money with which to improve the same.

That all the revenues derived from the operation of said water system is being devoted to needed repairs and betterments, and no order that might now be entered by this Commission would in any manner improve the conditions of said plant.

WHEREFORE, It is ordered that this action be and the same is hereby dismissed.

DISPOSITION OF CASES AFFECTING STEAMBOATS.

No. 1781.

FLORA A. ELMS AND FLOY V. GILMAN, *Complainants*, v. KITSAP COUNTY
TRANSPORTATION COMPANY, *Respondent*.

Complaint relating to steamboat service between Manchester and Seattle.

This cause coming on regularly to be heard before the Public Service Commission of Washington in the committee rooms of the new Seattle Chamber of Commerce of the city of Seattle, Washington, at 1:30 o'clock P. M., March 18, 1915, the Commission being represented by its chairman, Charles A. Reynolds and its rate expert and statistician O. O. Calderhead; the Kitsap Transportation Company by its president W. L. Gazzam; the complainants herein, having been notified in accordance with the law, by being served with certified copy of citation, and failing to make any appearance, either by attorney or otherwise, the cause was dismissed.

No. 1870.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PUGET
SOUND NAVIGATION COMPANY, ANGELES BREWING & MALTING COMPANY,
BORDER LINE TRANSPORTATION COMPANY, PACIFIC STEAMSHIP COM-
PANY, PEARL TRADING COMPANY, PORT ANGELES TRANSPORTATION
COMPANY, PUGET SOUND NAVAL STATION ROUTE, STAR STEAMSHIP
COMPANY AND R. WHITWORTH, *Respondents*.

Complaint relating to steamboat rates between Seattle and Port Angeles.

The complaint in this cause having been withdrawn by original petitioners,

IT IS ORDERED, That this cause be, and the same hereby is, dismissed.

No. 1927.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
WASHINGTON ROUTE, A CORPORATION, *Complainant*, v. H. S. GARFIELD
AND CALVIN C. GARFIELD, CO-PARTNERS, DOING BUSINESS UNDER THE
FIRM NAME AND STYLE OF BREMERTON TRANSPORTATION COMPANY,
Respondent.

FINDINGS OF FACT AND ORDER.

This cause came on for hearing at Seattle, Washington, on the 11th day of November, 1915, at 9:30 A. M., there being present C. A. Reynolds, chairman, and Commissioners Arthur A. Lewis and Frank R. Spinning, the complainant being represented by Harry E. Wilson, its

attorney, and respondent being represented by H. S. Garfield, its manager. Testimony was offered on the part of the complainant and the respondent and the cause submitted to the Commission for its decision.

This complaint is based upon Section 80, Chapter 117, Laws of 1911, as amended by Chapter 145, Laws of 1913.

The complainant in this case operates a line of boats on Puget Sound between Seattle, Waterman, Enetai, Manette, Tracytown, Chico, Fort Ward, Pleasant Beach, Bremerton, Silverdale and points on Washington Bay. The complainant operates on a regular schedule throughout the year, and has filed with the Public Service Commission its tariff. The respondent, Bremerton Transportation Company, operates one boat and performs a "tramp service." This tramp boat touches at some of the points on plaintiff's regular schedule. Respondent's boat does not operate regularly, but goes into the points served by the complainant when it can obtain business. The respondent concedes plaintiff's rates to be fair, reasonable and sufficient. It also concedes that it cuts rates when by so doing it can obtain freight. The respondent claims the right to do this, and to compete with the complainant in any manner. Mr. Garfield, manager of the respondent company, testified as follows:

"A. We have a kind of jobbing business, we go to Tacoma or to Dupont and get a load and come this way, or take a load from here to Vashon Island or up the west or east pass on Sundays or during the week days, the boats that have an overplus of freight give us a load occasionally to go between these points. That is the object in filing that tariff, it is a jobbing service.

"Q. Have you what is known as a tramp ship?

"A. That is the idea, although we maintain a dally run to Bremerton six days a week.

"Q. How do your rates compare to the rates of the boats that make regular trips?

"A. I think they are exactly the same with the exception of the Washington route."

The boat situation on Puget Sound presents a very difficult question to the Commission. The general rule for fixing rates for public utilities is to ascertain the fair value of the property devoted to the public service, and then allow such rate as will result in a reasonable return upon the fair value of the property used in serving the public. This rule cannot be applied in establishing just, fair and sufficient rates for steamboats. A boat costing \$20,000 is in competition with a boat costing \$10,000. Both boats are operating over the same route, and may be capable of carrying the same number of passengers. The one boat may be able to serve the public at rates much less than the other, and at the same time make a fair return upon the fair value of its property devoted to the public service. This condition exists in a greater or less degree all over the Sound. The larger, more commodious, best equipped and safer boats are required to compete with

boats that barely pass the necessary standard of safety, and which are very poorly equipped and unfitted to perform a service such as is contemplated by the statute, and such as the public is entitled to enjoy. During the winter months when the travel is light these smaller, cheaper and poorly equipped boats may not operate at all and then during the summer months when the route is profitable compete with the larger boats, and by charging rates that are not remunerative to the larger and better equipped boats practically deprive them of a sufficient amount of business to warrant their operation. If this practice is permitted to continue it is only a matter of time until the better boats will disappear entirely from the service and the public will be required to use boats inferior in equipment and more dangerous to the safety of the passengers.

It would seem that the amendment to Section 80, *supra*, was intended to meet a condition of this sort. The portion of the section which seems peculiarly applicable, reads as follows:

"That when two or more public service corporations are engaged in competition in any locality, or localities, in the state either may make complaint against the other or others that the rates, charges, rules, regulations or practices of such other or others with or in respect to which the complainant is in competition, are unreasonable, unremunerative, discriminatory, illegal, unfair or intending, or tending, to oppress the complainant, to stifle competition or to create or encourage the creation of monopoly."

"Cut-throat" competition not only tends to oppress, but to stifle competition, and to create and encourage the creation of a monopoly. The public is vitally interested in the development of a safe, adequate and sufficient boat service on Puget Sound and the continuance of the practices of cutting rates by boats poorly equipped and capable only of furnishing an inferior service will eventually result in the poorer boats only performing the service upon the waters of Puget Sound. This Commission is of the opinion that such a result should be prevented, and such rates established as will insure to the public a safe, adequate and sufficient service. This result can only be obtained by establishing rates for all boats sufficient to remunerate and encourage the operation of boats so constructed and equipped as to be capable of furnishing adequate and sufficient service. While the poorer boat can operate for less, they should not be heard to complain if rates are established which will return to them more than an adequate, just and sufficient return upon the value of their property devoted to the public service, particularly in view of Section 80, Chapter 117, Laws of 1911, as amended by Chapter 145, Laws of 1913, which provides that the Commission shall have power to establish "uniform rates."

Now THEREFORE, The Commission, being fully advised in the premises, makes the following:

FINDINGS OF FACT.

I

That the complainant is a corporation organized and existing under and by virtue of the laws of the State of Washington, engaged in the transportation business on the waters of Puget Sound, with its principal place of business in the city of Seattle in said state; and said corporation has paid its annual license fee last due prior to the commencement of this action.

II

That the defendants H. S. Garfield and Calvin C. Garfield, are co-partners engaged in the transportation business on the waters of Puget Sound, under the firm name and style of Bremerton Transportation Company, and with their principal place of business in Seattle.

III

That complainant has been, and is now, operating the steamboats "Norwood," "Mohawk" and "Washington" between Seattle, Fort Ward, Pleasant Beach, Waterman, Enetai, Bremerton, Manette, Tracytown, Silverdale, Chico and other points on Washington Bay, all within the State of Washington, on what is commonly known as the "Washington route," in the carrying of freight and passengers for hire, running for the most of said times two steamboats daily on said route and giving the people of said localities adequate, dependable and sufficient freight and passenger service at reasonable rates and providing to said localities the only regular daily boat service which said localities have had.

IV

That since December 18, 1914, the defendants have been, and now are, operating a small gas boat, the "Rene," and a barge named the "Garfield," for the carrying of freight, and are operating on Puget Sound a tramp service and are competing with the plaintiff on said regular route by charging rates that are less than fair, reasonable and sufficient rates, and are using inducements in the way of lower rates to obtain freight which in the ordinary course of business would be given to the complainant. That said rates charged by the defendant for the service are lower than the rates charged by the complainant, and are lower than the just, fair, reasonable and sufficient rates, and are lower than could be charged and at the same time render the service performed by the complainant and that such rates so charged by the defendant, and such competition if permitted to continue will eventually result in the elimination of the regular service now performed by the Washington route, and will tend to impair the service to the public, and will result in the withdrawal of the said regular service from said route, and said rates and practices of said defendant tend to oppress the complainant, to stifle competition and to create and encourage the creation of monopoly, and will result in an inadequate and insufficient service to the cities on Puget Sound now served by the complainant.

V.

That said rates charged by the defendant are unreasonable, unremunerative, discriminatory and unfair, and tend to oppress the complainant by depriving it of its freight business, and will result in causing the complainant to curtail its present service, to the great detriment and loss of the complainant and of the public served by it.

Now, THEREFORE, IT IS ORDERED, and the Commission does hereby order, promulgate and establish the rates now on file and designated as "Washington Route, Freight Tariff No. 3, superseding Nos. 1 and 2, naming freight rates on Steamers Washington, Mohawk, Norwood and Chickaree, between Seattle, South Beach, Fort Ward, Pleasant Beach, Waterman, Enetai, Manette, Bremerton, Sheridan, Tracyton, Fairview, Silverdale, Chico, Elwood and the Naval Magazine," filed with the Public Service Commission of Washington at Olympia, Thurston County, Washington, on October 10, 1914, as the fair, just, reasonable, uniform and sufficient rates to be charged by all boats transporting freight between said points, and all rates in conflict therewith are hereby cancelled, annulled and set aside.

The said respondent is hereby ordered to file with the Public Service Commission of Washington a tariff in all respects identical with said Washington Route Freight Tariff No. 3, and to charge or collect no other, greater, or less rates for the transportation of freight than are set forth in said tariff No. 3 on file with the Public Service Commission of Washington, and said rates as set forth in said tariff, schedule No. 3, are hereby established and promulgated as the fair, reasonable, just and sufficient rates to be charged by all boats transporting freight between said points.

No. 1973.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF THE TOWN OF BREWSTER, A MUNICIPAL CORPORATION OF THE STATE OF WASHINGTON, *Complainant*, v. MCPHERSON BROS. COMPANY, A CORPORATION, *Defendant*.

OPINION, FINDINGS AND ORDER.

This cause came on for hearing before the Public Service Commission of Washington, at Brewster, Washington, on April 22, 1916. The Commission was represented by Commissioner A. A. Lewis, the complainant was represented by its attorney, A. J. Conner, town attorney, and W. L. Gillisple, Mayor of Brewster. The defendant was represented by Peter McPherson, its attorney.

The complaint in this case alleges in substance that the defendant McPherson Bros. Company owns, maintains and operates a ferry crossing the Columbia river between Okanogan and Douglas counties in the State of Washington, at a point about one half mile from the town of Brewster; that the rates now charged by the defendant company for the transportation of persons and property are excessive and

unreasonable for the service rendered; that said ferry is the natural and only point of crossing the Columbia river by which the people of the town of Bridgeport reach the Great Northern Railway at Brewster, their nearest point of railroad transportation; that there are several thousand acres of wheat and fruit land which lie in the vicinity of said ferry on the Douglas county side of the Columbia river, the residents of which are nearer to railroad transportation via said ferry than by any other route; that the operation of said ferry is a commercial necessity to the town of Bridgeport, to Bridgeport Bar and to the town of Brewster, and the public using the highways of the State of Washington.

The complainant also alleges that the property of the utility consists of two towers on either side of the river connected by a wire cable, and a barge boat propelled by the river current, and that the value of said ferry property is not to exceed the sum of \$1,500.00; that the receipts from said ferry are approximately the sum of \$4,000.00 per annum, and the annual expenses of operating and maintaining the property is not to exceed the sum of \$800.00 per annum.

The defendant company in its answer alleges that the property is of much greater value; that the gross receipts do not average over \$1,800.00 per annum and that the cost of operating and maintaining said ferry property and equipment will average at least \$1,500.00 per annum; also that much more property is used than is specified by complainant.

Prior to the hearing the Commission authorized Engineer H. W. Boetzkes to make an appraisal of the property of the ferry company, for use in this case. The testimony of Engineer Boetzkes, in substance is as follows:

Cable, 1,680 lineal feet, at \$1.00.....	\$1,680 00
Braces, 400 lineal feet, at 50c.....	200 00
Towers, 12,000 feet, B. M., at \$30.00.....	360 00
Scow, 9,000 feet, B. M., at \$40.00.....	360.00
Deadmen, holding cable, etc.	200 00
Road approaches, below meander line.....	300 00
Total.....	\$3,100 00

The above appraisal covers all parts of the ferry and the apparatus to operate the same, but does not include any road approaches above the meander line. The ferry company offered testimony to show that it had purchased land and constructed roads leading to the ferry from both sides of the river above the meander line, necessary for the convenience of the public, at an estimated cost of \$1,000.00, which should be included as a part of the value of the utility. The Commission is convinced that part of said property and expenditure was necessary and should be included.

The Commission will assume, for the purpose of this hearing, that the fair value of the property used and useful in furnishing service to the public is not less than \$3,600.00.

The testimony of Mr. Peter McPherson as to the revenues and expenses of his company (Trans. p. 48) indicates that the receipts of the company from September 1, 1915, to April 15, 1916, were \$1,146.55.

The books of the company submitted to the Commission show receipts for substantially the same period to be \$1,848.49, which more nearly checks with the 1915 receipts for the full year of 1915. Inasmuch as the company keeps no proper set of books, merely a blotter with the items written in lead pencil, the daily cash receipts, cash on accounts and cash paid out being intermingled, the Commission, and quite likely also the company's officers, cannot arrive at the exact figures which represent the financial operation of the company for any period.

The detailed expenses for approximately eight months, from September 1, 1915, to April 20, 1916, as shown by the company's book are \$1,401.78. Of this sum \$514.80 is for the four months of 1915, an average of \$128.70 per month, or \$1,544.80 for the year.

Considering all the testimony relating to receipts and expenses of the company the Commission concludes that \$2,300.00 per year would be a fair average of receipts, and that a reasonable sum for operating expenses would be \$1,680.00 per annum, made up as follows:

Ferryman's wages, at \$60.00.....	\$720 00
Salary of officers, at \$25.00.....	300 00
Taxes	60 00
Maintenance and other expenses.....	600 00

Total.....\$1,680 00

leaving a net balance of \$620.00 to care for interest on investment, depreciation and a surplus to meet the hazards incident to the business.

While the river ferry is a pioneer in public utility service in the west this is the first case of its kind coming before the Commission. From an examination of the reports of other commissions it would appear that regulation of ferry utilities has had little attention. In the early pioneer days of the west, before the advent of railroads and bridges, the only means of crossing the larger streams was by ferry. These ferries were of the type propelled by the current of the streams, and were usually owned and operated by a local settler and were located principally upon territorial roads, and roads leading to government army posts. The coming of the railway and modern bridges has eliminated the ferry in some instances, but those remaining are a necessary public utility for the carrying on of commerce and as such are subject to regulation as to safety, service and rates, and will be required to conform to applicable rules pertaining to public utilities. The business at best is hazardous, both as to life and property, and the

Commission is convinced that due allowance in earnings should be permitted by the Commission to properly provide against the hazards of the business, and to encourage the replacement of the old style cable ferry with modern engine propelled boats having a greater degree of safety.

The service of the defendant company was not questioned in the complaint. The evidence tends to show, however, that efficient and regular service is being rendered by this company, operating at periods of the year during ice and high water when other ferries do not run.

The company's tariff on file with the Commission is as follows:

"Auto, or two animal team, one way 75c, round trip \$1.00.

"Four animal team, one way \$1.00, round trip \$1.50.

"Six animal team, one way \$1.25, round trip \$2.00.

"One animal rig, one way 50c, round trip 75c.

"School children, one way 3c.

"Foot passengers, one way 25c.

"Sheep, per head, 1c.

"Cattle or horses, loose, 8c to 25c, according to number."

The Commission is of the opinion that the above tariff is faulty, in that no provision is made for charges for passengers other than foot passengers and school children, and it appears to be the custom of the company to transport foot passengers free when crossing with other traffic. This practice is evidently contrary to law, and should be discontinued.

It is an important function of the Commission to see that utility companies keep their accounts in accordance with classification in order that the exact financial operation of a company's business can be arrived at. This company, like many other small utilities, has a very crude and incomplete record of accounts, and the Commission will require that a more up to date record of the company's business be installed.

CONCLUSION.

After a full consideration of all the testimony relative thereto the Commission is of the opinion, and concludes, that, allowing for depreciation and a sufficient allowance to provide against extraordinary hazards, the company is not making an unreasonable return upon its investment, and that a new tariff should be filed, superseding the present tariff, said new tariff to be of finer classification, naming rates for passengers, other than the driver of a conveyance, also eliminating free service, and such reductions be made in the present rates as will approximate or equal the increase of revenue resulting from the collection of fares from passengers.

The Commission is of the further opinion that the financial records of the company should be kept in a more up to date manner.

ORDER.

IT IS NOW ORDERED, That the defendant, McPherson Bros. Company, file with the Commission, within thirty (30) days, a tariff superseding its present tariff, said new tariff to be in form as follows:

Public conveyances making daily trips, including driver:

	One Way	Round Trip
Auto or two animal team, including driver
4 animal team, including driver
6 animal team, including driver
1 animal team, including driver
Extra passengers, each.....
Saddle horse, including driver.....
School children
Foot passengers
Sheep, per head
Cattle and horses, loose.....

Such reduction shall be made in the present rates as will equal or approximate the increase of revenue resulting from the collection of fares from passengers.

IT IS FURTHER ORDERED, That free service be discontinued, except as permitted by statute.

IT IS FURTHER ORDERED, That the records of the company be kept in accordance with classification and form prescribed by the Commission.

No. 1987.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. INTER-ISLAND NAVIGATION COMPANY, KINGSTON TRANSPORTATION COMPANY, PUGET SOUND NAVIGATION COMPANY AND W. H. KASCH, *Respondents*.

FINDINGS OF FACT AND ORDER.

This cause came on regularly to be heard at Seattle, Wash., on November, 10, 1915, before the Public Service Commission,—Mr. Chas. A. Reynolds, chairman, Messrs. A. A. Lewis and Frank R. Spinning, Commissioners—the Commission being represented by Mr. Scott Z. Henderson, assistant attorney general, the Inter-Island Transportation Company being represented by Mr. F. P. Christensen, its attorney; The Kingston Transportation Company being represented by Messrs. Peterson and Macbride, its attorneys; Mr. W. H. Kasch appearing personally; the Puget Sound Navigation Company being represented by Mr. Ira Bronson, its attorney; Mr. L. B. Kaler being official reporter.

Testimony was taken and exhibits submitted, and at the conclusion of said hearing the Commission, by mutual agreement continued the case, the transportation companies, parties to such case agreeing to

continue the rates named in the tariffs of the Kingston Transportation Company until such time as the Commission should, upon its own motion, or complaint, take further testimony and enter a formal order.

Protests having been received by the Commission from the Kingston Transportation Company to the effect that the Puget Sound Navigation Company was violating the above agreement by publishing and charging a Sunday excursion rate from Bellingham to Friday Harbor and intermediate points of one-half the regular tariff rate, a further hearing was held in Seattle June 19, 1916, at which hearing the Kingston Transportation was represented by its attorneys, Messrs. Peterson and Macbride, the Puget Sound Navigation Company by its attorney, Mr. Ira Bronson, the Inter-Island Navigation Company and Mr. W. H. Kasch not appearing, all members of the Commission being present.

Testimony was submitted by the Kingston Transportation Company to the effect that the Puget Sound Navigation Company was publishing and charging a Sunday excursion rate from Bellingham to Friday Harbor and return which excursion rate was equal to one-half of the regular round trip fare, the contention of the Kingston Transportation Company being that such rate was not an excursion rate but a reduction and therefore a violation of the agreement entered into at the original hearing. After all testimony was submitted and considered the Commission directed the Puget Sound Navigation Company to discontinue the sale of such Sunday excursion tickets and to substitute in lieu thereof the regular round trip fare to cover such Sunday business, and that such regular round trip fare be continued for at least two Sundays, after which the Puget Sound Navigation Company might submit evidence as to the result of such charges in the way of revenue.

A further hearing in this case was held at Seattle July 25th, 1916, before Chairman E. F. Blaine, at which time testimony was submitted and statements introduced by the Puget Sound Navigation Company showing the earnings and advertising expenses on the Sundays falling between the dates of May 28, 1916, and July 16, 1916, both inclusive.

From the testimony given and the statements submitted at the supplemental hearings held June 19, 1915, and July 25, 1916, regarding the charges assessed by the Puget Sound Navigation Company for the transportation of passengers,—Bellingham to Friday Harbor and intermediate points and return, designated as Sunday excursions, the Commission makes the following

FINDINGS OF FACT.

I

That it is and has been the custom of steamboat companies operating upon the waters of Puget Sound to name rates for Sunday excursions.

II

That such excursion rates are lower than the regular fares charged for similar trips.

III

That such excursion tickets are limited in their provisions, both as to time and as to service rendered, and that no baggage is checked upon such tickets, and the use of such tickets is usually limited to the day upon which such excursion occurs.

IV

That the Puget Sound Navigation Company has for a number of years past operated Sunday excursions from time to time during the summer season from Bellingham to various points in the San Juan Islands.

V

That the boat used for such excursions utilizes lay-over time at Bellingham for such service.

VI

That the regular one-way fare between Bellingham and Friday Harbor is fifty cents, round trip one dollar, and proportionate one-way and round trip fares are charged between Bellingham and points intermediate with Friday Harbor.

VII

That the steamer of the Kingston Transportation Company and the steamer of the Puget Sound Navigation Company, make a regular round trip each Sunday, Bellingham to Friday Harbor and intermediate points and return, and on such regular Sunday trips passengers are carried and a limited amount of emergency freight is handled.

The Commission from the foregoing findings concludes and makes the following

ORDER.

IT IS BY THE COMMISSION ORDERED, That the Puget Sound Navigation Company and the Kingston Transportation Company may issue tariffs and tickets providing for special round trip excursion rates from Bellingham to Friday Harbor and intermediate points, and return, which rate for the round trip shall be the one-way regular fare, and that such special round trip excursion rates and fares be charged and collected on the Sundays falling between the dates of July 26, 1916, and September 18, 1916, both inclusive; *Provided*, That such excursion tickets shall be limited in their application to the day of sale, non-transferable, and not permitting of the checking of baggage, and passengers shall not be entitled to refund upon any unused return portion of said tickets; and *Provided further*, That nothing in this order shall be construed as preventing the Kingston Transportation Company or the Puget Sound Navigation Company from selling regular one-way or round trip tickets for passage upon the same steamer carrying excursion passengers, and such regular one-way or round trip tickets shall entitle passengers holding same to all of the privileges granted by tariffs of carriers for the regular week day service.

IT IS FURTHER ORDERED, That the Kingston Transportation Company and the Puget Sound Navigation Company each keep a record showing the number of passengers carried on the Sunday trips of their boats between Bellingham and Friday Harbor and intermediate points and the revenue received, keeping a separate account of the excursion passengers and the regular passengers on the Sunday trips, between the dates of July 26, 1916, and September 18, 1916, and report the same to the Commission.

The Commission at this time is not passing upon any question submitted at the hearing save and except the Sunday excursion fares between Bellingham and Friday Harbor and intermediate points, and all other rates and fares shall remain in accordance with the agreement of November 10th, 1915, as a further order will be entered covering such matter and rates.

No. 1987.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. INTER-ISLAND NAVIGATION COMPANY, KINGSTON TRANSPORTATION COMPANY, W. H. KASCH AND PUGET SOUND NAVIGATION COMPANY, *Respondents*.

Application having been made to the Commission by the Puget Sound Navigation Company for extension of the period for Sunday excursions under the rates specified and provisions contained in the order entered in the above entitled proceeding, on July 27, 1916, from September 18, 1916, to November 1, 1916, and the Kingston Transportation Company having been advised of such application and requested by the Commission to show cause, if any exists, why such application should not be granted and said Kingston Transportation Company having advised the Commission that it is not in a position to controvert the statements contained in said application and the Commission being of the opinion that said period for Sunday excursions on the rates and in accordance with the provisions specified in said order of July 27, 1916, should be extended to November 1, 1916.

IT IS ORDERED, That said application for extension of said period be, and the same hereby is, granted, and that the provisions of said order of July 27, 1916, relating to special round trip excursion rates from Bellingham to Friday Harbor and intermediate points be, and such are, hereby extended and the application thereof continued to November 1, 1916.

IT IS FURTHER ORDERED, That the Kingston Transportation Company and the Puget Sound Navigation Company shall each keep a record showing the number of passengers carried on such Sunday excursion trips between Bellingham and Friday Harbor and intermediate points, and the revenue received therefor, keeping a separate account of the excursion passengers and the regular passengers on the Sunday trips, made under the provisions of the order of July 27, 1916, and under the provisions of this order and report the same to the Commission.

No. 4008.

C. P. GRINDROD, *Complainant*, v. D. R. HELSER, *Respondent*.

Complaint relating to unfair competition and unremunerative rates for passengers between Olympia and New Kamilche, Wash.

The respondent, in compliance with agreement made before the Commission at the hearing in the above entitled proceeding, have filed a new tariff, naming the same rates as the rates named in complainant's tariff, and the subject matter of the above proceeding having been thereby satisfied,

IT IS ORDERED, That the above entitled proceeding be, and the same hereby is, dismissed.

No. 4114.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. LIL-LICO LAUNCH & TOWBOAT COMPANY, *Respondent*.

Complaint relating to failure to file tariff.

This cause came on for hearing before the Public Service Commission at Seattle, Washington, on June 16, 1916, Commissioners Arthur A. Lewis and Frank R. Spinning being present. The respondent was represented by Mr. Roy Lillico, its manager. Witnesses were sworn and examined and hearing concluded.

The Star Steamship Company, at whose suggestion and request the above entitled proceeding was instituted, made no appearance. The witnesses named by the Star Steamship Company were examined and their evidence failed to support the allegations of the complaint.

WHEREFORE, IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 4117.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. WEST SIDE BARGE COMPANY, PACIFIC TOW BOAT COMPANY AND JOHN SEATON, *Respondents*.

Complaint relating to failure to file tariffs.

This cause came on for hearing before the Commission at Seattle, Washington, on June 16, 1916, Commissioners Arthur A. Lewis and Frank R. Spinning being present. The West Side Barge Company and Pacific Tow Boat Company were represented by Mr. J. P. Garvin. Witnesses were sworn and examined and hearing concluded.

The Star Steamship Company, at whose suggestion and request the above entitled proceeding was instituted, made no appearance. The witnesses named by the Star Steamship Company, were examined and their evidence failed to support the allegations of the complaint.

WHEREFORE, IT IS ORDERED, That the above entitled cause be, and the same is hereby, dismissed.

No. 4136.

PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF CENTRAL LABOR COUNCIL, *Complainants*, v. PUGET SOUND NAVIGATION COMPANY, *Respondent*.

Complaint relating to passenger rates by steamboat between Seattle and Tacoma.

This proceeding came on for hearing before the Public Service Commission of Washington at Seattle, Washington, on June 19, 1916, Charman C. A. Reynolds and Commissioners Arthur A. Lewis and Frank R. Spinning being present. Complainant was represented by Mr. James E. Bradford, its attorney; respondent was represented by Mr. Ira Bronson, its attorney. Witnesses were sworn and examined and the hearing concluded. The Commission having considered the evidence and being fully advised in the premises finds that complainant has failed to sustain the charge that the rates in question in this proceeding are unreasonable, unfair or excessive.

WHEREFORE, IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 4153.

KINGSTON TRANSPORTATION COMPANY, A CORPORATION, *Complainant*, v. NAVY YARD ROUTE, A CORPORATION, *Respondent*.

Complaint relating to unremunerative commutation rates between Seattle and Tacoma.

It appearing to the Commission that the rate complained of in this proceeding was not published by respondent, as anticipated by the complaint,

IT IS ORDERED, That the above entitled proceeding be, and the same hereby is, dismissed.

No. 4154.

MERCHANTS' TRANSPORTATION COMPANY, *Complainant*, v. LILICO TRANSPORTATION COMPANY, *Respondent*.

Complaint relating to unremunerative rates for passengers between Seattle and Tacoma, Wash.

The subject matter of the above entitled proceeding having been satisfactorily disposed of by discontinuance of the service of the Lillico Transportation Company between Seattle and Tacoma, and upon advice from the Merchants' Transportation Company under date of August 3, 1916, that they desire to withdraw their complaint,

IT IS ORDERED, That the above entitled proceeding be, and the same is hereby, dismissed.

No. 4244.

QUARTERMASTER HARBOR DEVELOPMENT LEAGUE, *Complainant*, v. VASHON NAVIGATION COMPANY, *Respondent*.

FINDINGS OF FACT AND OPINION.

This cause came on for hearing at Tacoma, Washington, on the 23d day of October, 1916, before Chairman E. F. Blaine and Commissioner F. R. Spinning, the complainant being represented by Mr. C. A. Cook, the respondent by Capt. C. E. Wyman and Capt. John E. Manson, the residents of Browns Point by Judge Fremont Campbell, the residents of Northilla by Mr. Ell P. Norton. L. B. Kaler, official reporter.

FINDINGS OF FACT.

The Commission being fully advised in the premises finds the following facts:

I

Some of the members of the Quartermaster Harbor Development League are permanent residents of Quartermaster Harbor, Kitsap County, Washington, and some of them spend a portion of the summer season upon the harbor.

II

The Vashon Navigation Company operate a steamboat called the Vashon from the head of Quartermaster Harbor to the City of Tacoma, making four round trips daily. This boat can carry 250 passengers besides freight.

III

The steamer Vashon in sailing from Quartermaster Harbor to Tacoma and return makes landings upon the southerly shore of Maury Island. A line drawn from the last landing which the Vashon makes upon Maury Island to her landing place at Tacoma would opposite of Brown's Point be but a short distance westerly thereof.

IV

For some five years the Vashon Navigation Company in sailing its vessels from the head of Quartermaster Harbor to Tacoma and return has made Brown's Point one of its landing places, and at such point has received and discharged as many passengers as at most of the landing places which its steamers make. It lengthens the sailing time of the steamer Vashon four or five minutes to land at Brown's Point. The service at Brown's Point by the Vashon Navigation Company is the only reliable service that the people at Brown's Point have and by the steamer Vashon they receive their mail. The wharf at Brown's Point was built that the Vashon Navigation Company might land its boats there. The steamer Vashon in sailing from Maury Island to Brown's Point crosses the path of the Seattle-Tacoma steamers and other ships passing from Puget Sound into the Tacoma harbor and vice versa. Ships thus crossing one another's path is not unusual in

navigation and no accident has been occasioned at or near Brown's Point by reason of ships crossing one another's courses at or near right angles.

OPINION.

Our jurisdiction to decide the question presented us has not been challenged. Owing to the conclusion which we have reached we shall presume rather than decide that we have jurisdiction. The Vashon Navigation Company having for more than five years maintained a certain route from Quartermaster Harbor to Tacoma and return and for this period of time having made Brown's Point one of its landing places, the presumption is that landing at that point is reasonable.

Any party challenging the right of the company to land at Brown's Point must assume the burden of showing that it is unreasonable in fact for the company to make such landing. The complainants have failed to overthrow the presumption.

WHEREFORE, IT IS ORDERED, That this case be dismissed.

DISPOSITION OF CASES AFFECTING TELEPHONE COMPANIES.

No. 1799.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF
EMILE A. PETITCLERC, *Complainant*, v. HICKSVILLE-WHEELER TELEPHONE COMPANY, *Respondent*.

Complaint relating to telephone service on rural line.

It appearing to the Commission that the complainant has moved from the community served by the respondent and that no reason exists why the above entitled proceeding should be heard by the Commission,

IT IS ORDERED, That said proceeding be, and the same hereby is, dismissed.

No. 1822.

HOME TELEPHONE COMPANY OF SILVER CREEK, WASHINGTON, *Complainant*,
v. FARMERS INDEPENDENT TELEPHONE COMPANY, *Respondent*.

Complaint relating to unremunerative telephone rates.

It appearing to the Commission that the cause of complaint in this action has ceased to exist,

IT IS ORDERED, That this cause be, and the same hereby is, dismissed.

No. 1823.

IN THE MATTER OF THE PETITION OF THE NORTHERN PACIFIC RAILWAY COMPANY FOR CLASSIFICATION AS OPERATING PROPERTY THE FOLLOWING DESCRIBED TRACTS: LOTS 1, 2, 3, AND 4, BLOCK 5 SUMNER, SUPPLEMENTAL; AND VACATED STREET LYING WESTERLY OF AND ADJOINING SAID BLOCK; TRACT 53.2, SECTION 24, TOWNSHIP 20, NORTH, RANGE 4 E. W. M., LESS PORTIONS FOR STREETS.

The application of the Northern Pacific Railway Company for classification of above described tracts as operating property has been investigated by the Commission and the Commission having found that said property is used and useful in the operation of respondent's railway system,

IT IS ORDERED, That lots 1, 2, 3, and 4, block 5 Sumner, supplemental; and vacated street lying westerly of and adjoining said block and tract 53.2, section 24, township 20 north, range 4 E. W. M., less portions for streets, all of said property being in Pierce county, Washington, be, and such property hereby is, classified as operating property.

Nos. 1810 and 1825 Consolidated.

Proceedings relating to rates, tolls, charges, contracts and rules and regulations in this cause.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PACIFIC TELEPHONE AND TELEGRAPH COMPANY, *Respondent*.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. PACIFIC TELEPHONE AND TELEGRAPH COMPANY, *Respondent*.

REYNOLDS, Chairman: By consent of all parties, causes Nos. 1810 and 1825 have been consolidated (Tr., page 5), but the findings and order herein refer only to the valuation. The exchange rates, tolls, charges, contracts, rules and regulations will be considered in a separate order. It was consented by the company that any segregation of value as to communities might be considered and made a part of the findings in the rate case, cause No. 1825.

The valuation proceedings were set for hearing at the assembly room of the Tacoma Commercial Club in the city of Tacoma, Washington, on Monday, January 24, 1916, at 9:30 a. m., at which time and place evidence was received relating to value of the property of the Pacific Telephone and Telegraph Company within the State of Washington. The Public Service Commission was represented at said hearing by Scott Z. Henderson, assistant attorney general; the respondent company by H. D. Pillsbury, J. T. Shaw, and Otto B. Rupp, its attorneys; the city of Seattle by Ralph Pierce, its assistant corporation counsel; the city of Spokane by C. M. Fassett, commissioner of public utilities, and H. M. Stephens, its corporation counsel; the city of North Yakima by L. O. Melgs, its corporation counsel, and the city of Tacoma by T. L. Stiles, its corporation counsel.

Said hearing was continued by consent of all parties to February 23, 1916, and then to March 20, 1916, at which time further testimony was taken by the Commission at the city of Olympia, and the valuation proceedings submitted to the Commission for its decision.

Commission's Exhibit "C" contains a "statement of bases and governing principles involved in work of Commission's engineers" (page 3), and "a statement of bases and governing principles involved in work of telephone company's engineers" (page 5).

The engineers of the Commission followed the usual cost of reproduction method of appraisal. The report covers all of the requirements of our statute (Session Laws of Washington, 1911, chapter 117, section 92). The Commission will follow the statute and make findings as required therein. No one of the factors found under the cost of reproduction method represents the amount to be used as "fair value" or "rate base." The statute is silent upon the question of the finding of "fair value" or a base for rates. The Commission is directed to find the "market value," but no one contends that the "market value" is always a fair basis for rates. Since the Commission is required to ascertain the fair, just, reasonable and sufficient rates for telephone

service, the Commission will assume that it is authorized to find a "rate base."

The respondent company, while producing figures on some of the matters required to be considered by our statute, has vigorously attacked the cost of reproduction method of valuation, and has suggested an "actual performance" method, which, where practicable, seems to present many strong reasons for its adoption. The cost of reproduction method has not proven entirely satisfactory to courts and commissions.

The Commission will disregard the reproduction cost estimate submitted by respondent. It has for its basis the actual performance record and assumes hypothetical conditions of extraordinary cost due to forced construction, which forced construction is not substantiated by reference to the testimony of Mr. Flaeger (Trans., page 425) and Mr. Griswold (Trans., page 458), wherein they state that as a matter of fact approximately 75 per cent of the present plant has been built, or reconstructed, in the course of their actual performance within a period which approximates their assumed construction period.

In *Simpson v. Shepherd*, 230 U. S. 352 (Minnesota Rate Case), Justice Hughes, speaking for the court, took occasion to disapprove the reproduction theory of value as applied to the valuation of right-of-way. Mr. Justice Hughes said:

"The cost of reproduction method is of service in ascertaining the present value of the plant, when it is reasonably applied and when the cost of reproducing the property may be ascertained with a proper degree of certainty. But it does not justify the acceptance of results which depend upon mere conjecture. * * * Presented with an impossible hypothesis, and in endeavoring to conform to it, the appraisers—men of ability and experience—were manifestly seeking to give their best judgment as to what the railroad right-of-way was worth."

"Cost of reproduction new" may or may not represent the amount which the utility necessarily expended, the detriment they necessarily suffered to bring the plant up to its present status. Telephone plants are not constructed upon the cost of reproduction theory, but extension is added to extension, and piece by piece the whole system is brought to a point where it can efficiently and adequately serve the public. If unit costs for labor are based upon continuous construction alone, as is necessarily followed under the cost of reproduction theory, the unit costs for labor will be low, if from extension work alone the unit prices are obtained, the price will be high. The Commission must use its best judgment in ascertaining the average cost, bearing in mind that some of the plant is the result of continuous construction and part piece construction.

In this case the wide divergence of results in attempting to determine the cost of reproduction of respondent's property will be noted. The Commission's engineers found the "cost of reproduction" as of the date December 31, 1913, to be \$16,765,383.03, and calculated the development cost at 8 per cent upon the investment to be \$2,396,400.01 as of the same date. The sum of these two figures is \$19,161,783.03. Re-

spondent's engineers found a "reproduction cost," including development cost, to be the sum of \$26,892,700.00. This shows an apparent difference of \$7,730,916.97. As stated above, we will disregard respondent's "reproduction cost." It contains elements which we believe should not be considered in the valuation of utility property. The only figure comparable with the \$19,161,783.03 is the company's figure of \$19,246,088.45 minus \$201,147.72, or \$19,044,940.73, taken from their "actual performance appraisal."

The company's "actual performance appraisal" which it claims as the "rate base" upon which it is entitled to a return from its patrons, is the sum of \$19,246,088.45. When we consider development cost in connection with the Commission's "cost of reproduction," we find that the Commission's figures are less than the "rate base" claimed by respondent, if development cost be calculated at 8 per cent and capitalized, by \$84,305.41.

Respondent company also vigorously attacks the fair value theory as a basis for rate making. It will be conceded since the amendment of our statute eliminating the valuation of the Commission as a basis for taxation, that the only practical reason for valuation under the law of this state is the establishment of fair, just and reasonable rates and practices. The Commission, unfortunately, has no jurisdiction over the issuance of securities, so that for all practical purposes the only good to be derived from valuation is to prevent unjust and unreasonable charges to the public:

Speaking of value as a basis for rates, Justice Hughes in the "Minnesota Rate Case," *supra*, says:

"In determining whether that right (right to receive just compensation) has been denied, each case must rest upon its special facts. But the general principles which are applicable in a case of this character have been set forth in the decisions. (1) The basis of calculation is the 'fair value of the property' used for the convenience of the public. (2) The ascertainment of that value is not controlled by artificial rules. It is not a matter of formulas, but there must be a reasonable judgment having its basis in proper consideration of relevant facts."

Justice Harlan in *Smythe v. Ames* said:

"How such compensation may be ascertained and what are the necessary elements in such inquiry, will always be an embarrassing question."

Our attention is called to the fact that value is a resultant, not a premise. Value is defined by Webster to be the "property or aggregate properties of a thing by which it is rendered useful or desirable." A utility is rendered useful or desirable to the owners thereof by reason of the return it will bring to its owners in the way of net profits. If we take this definition of the term "value" and make such value the basis for rate making each time we increase the return we increase the desirableness of the property or properties, and on the other hand if we decrease the return, we decrease that which makes the thing desirable; and so, if we decrease the return we decrease the value, and

if we increase the return we increase the value. Value is a shifting, variable thing depending upon many factors,—the money markets, shifting populations, demand, competition, politics, weather conditions, taxes,—the varied opinions of men, and the rates themselves, all have to do with the rise and fall of values. To say that rates are to be based upon the value of the property, using the term in its usual and ordinary sense, is to say that rates shall be based upon one premise today, another tomorrow. So we must conclude that when the courts said that rates were to be based upon "fair value," they could not have meant to use the word "value" in the sense in which the word is ordinarily used and understood.

It is suggested that the term "value" is limited by the word "fair," and that by the use of the word "fair" the value is limited to the sum of those elements which justly constitute the "rate base." While the aggregated elements that constitute the "rate base" have value, and the term "fair value" may be used to express that thought, it would seem, to avoid confusion, it were better to choose language that more aptly expresses the thought. The "rate base" is not and can not always be in fact and truth the "fair value" of the utility. We can say, if we will, that for the purpose of this opinion where the word "white" is used it means "black," and no harm is done, but were it not better to use the term that in its ordinary use expresses the thought desired to be expressed? When we speak of "rate base," he who runs may read and understand but when we speak of "fair value," we are in the midst of confusion. We have "value" for taxation, which our courts and legislatures have distinguished from "fair value" for rate purposes. We have "value" for condemnation purposes, which is also distinguishable. We have also "value" upon which is based securities, also distinguishable. We must assume that all these values are "fair" for the purpose intended. Were it not better to follow the suggestion of respondent, and adopt a term that expresses the exact thought? In other words, is it not better to find some term that expresses the measure of that which has been done by the utility, and which was necessary to be done for the public, and use that term to measure the reward the utility is entitled to receive, rather than base such reward upon what the utility has done for the public, plus what the public has done for the utility, and upon that base the return? If rates are to be based upon what the public does for the utility, the public should share in the profits. "Fair value" must necessarily include all property used and useful whether supplied by the company or the public.

It was never intended that rate payers should be required to pay interest to the utility upon the added value of its property, resulting from a city's paving over conduits and mains, and respondent here makes no such claim; yet such value must necessarily be a part of the "fair value" of the property. The courts never intended to require rate payers to contribute additional returns to the utility by reason of all

"unearned increment," which in many cases, if considered as a part of the "rate base," would result in rates absolutely prohibitive.

Why should the public be required to increase the return to the utility as a result of some act or acts on the part of the public that have already increased the value of the utility's property? The utility is the agent of the public in the performance of a public service. Assume that the principal should perform the service itself, would the increase of population be a reason for increasing the rates for services? On the contrary, as the use increased the rates would decrease. If the "unearned increment" were added to the "rate base," however, the increased use would hold the rates or be urged as a sound reason for an increase. "Unearned increment" is not a fixed thing. Populations are shifting. If we adopt the unearned increment theory, and add it to the many elements already considered as a part of the "rate base," we shall have a shifting premise. If population should decrease, values would shrink and would it then be just to say to the utility—"You have invested a large sum of money in property. The value of the property has decreased, therefore you are entitled to a return upon a sum much less than your actual investment." The "rate base" should not be subject to shifting population.

Respondent says (Commission's Exhibit "C," page 16):

"This company now possesses rights-of-way the present value of which is almost beyond computation; many of them could never be secured under modern developments. * * * Such rights-of-way have a high value, and but few could be reproduced. For these allowances should be made on the basis of the incidental investment above referred to."

Respondent recognizes the fact that the added value to its property is the result of developments over which it had no control. It does not, however, demand of the public that this added value be made a part of the "rate base." It says to the public: "We ask compensation for what *we do*, not for what *you do*."

A careful examination of all the decisions discloses the fact that no definition of the term "fair value" as used as a basis for rates, has ever been made. The courts have said "fair value" without defining the term, and the statute is silent on the subject. They have said that the Commission shall consider certain things which they enumerate, and which are enumerated in our statute, and which we have considered in this case, but they do not say how much weight should be given to the things enumerated. "Each case," they say, "must rest upon its special facts—it is not a matter of formulae," and then the whole subject is left to the sound judgment of the Commission without even a definition of the result to be found. We do not see how it is possible to use the term "fair value" as a basis for rates without including elements in the "rate base" that ought clearly to be excluded.

Is it not possible to develop some specific description that will include the things to be a part of the "rate base," and exclude the things not to be considered? What is meant by the term "fair value" when it

is used to represent the "rate base" or the premise from which is developed the fair and just compensation a utility is entitled to receive from its patrons? The term "fair value" as used in rate making may be defined to be the reasonable and necessary detriment a utility suffers in preparation for and in the service of its patrons. It would seem equitable, just and fair that the public should be required to furnish fair, just and reasonable compensation for the reasonable and necessary detriment a utility has suffered by reason of its service to the public. This reasonable and necessary detriment is a fixed, not a shifting thing. It is not dependent upon the present money markets, nor upon rates, nor any of the many factors that are the basis of value. The detriment is not a resultant, it is a base from which the service flows. It is not just that the public should be required to compensate a utility for expenditures not necessary, nor for values created by the public and which were in no sense a detriment required by the service. The detriment a utility suffers is not affected by shifting population, by hard times, but is a certain fixed and definite amount which can be ascertained and established, and which will remain the same throughout all time. The value of money may rise or fall, but the detriment suffered by the utility will remain the same and can be measured as of the date incurred. If regulation is to prove successful and to continue as the method of dealing with public utilities, some fair and certain basis of calculation must be arrived at. It is a matter that should not be left to the fickle, varying judgments of men, but such investments should be made fixed, positive and secure. The ascertainment of a definite "rate base" is of so far-reaching importance, that it should not be left as a matter of guess between widely divergent views. The old methods have proven uncertain, indefinite and unsatisfactory to honest utilities and commissions alike; their chief use has been to furnish an easy method to conceal inflated values and dubious financial transactions. Some more stable method should be devised, a method that will eliminate speculation, allow the honest investor to prosper, and destroy the crooked financier, or regulation will prove as unsatisfactory as unbridled competition or unregulated monopoly.

The respondent in this case makes a frank statement of its opinion of the old method, and asks this Commission to adopt the new. Respondent has submitted "actual performance" figures which give the Commission a fixed and definite basis for rates.

Respondent says:

"Actual performance segregated or separated in accordance with interstate commerce accounting, supplemented by such state commission accounting as may be essential, will give an array of facts as distinguished from an array of opinion, expert or otherwise, that ought to be the recourse for constructive and efficient regulation."

The case as presented by respondent company in this instance is not based upon theory. The Commission is not asked to guess, but the "actual performance" of the company, based upon its records, is made

the base upon which respondent claims the right to be compensated by the public it serves. Theoretical figures were given as a check upon the "actual performance" results. No case has ever been submitted to this Commission, and, so far as we are informed, to any other commission upon this basis. Respondent frankly disclaims any right to a return from the public based upon the added value of its property created by the various cities in this state by paving over conduits and mains. It frankly disclaims any right to levy tribute upon the people of the state by reason of the increase in the value of property, which has resulted solely from acts of the public. In valuing the lands owned by respondent, we have followed the rule suggested by Justice Hughes:

"And where the inquiry is as to the fair value of the property in order to determine the reasonableness of the return allowed by the rate-making power, it is not admissible to attribute to the property owned by the carriers a speculative increment of value over the amount invested in it and beyond the value of similar property owned by others solely by reason of the fact that it is used in the public service." (Minnesota Rate Case, *supra*).

We, therefore, adopt and approve the plan suggested by respondent, that rates are to be based upon facts, rather than theories; that "fair value" if the words are to be used in their usual and ordinary sense, cannot be the basis for rates, that a utility is entitled to reasonable compensation based upon the reasonable and necessary detriment suffered in preparation for and in the service of its patrons, and not upon values created by the public. It is not to be conceived that a utility will, in the expenditure of its money, under modern conditions, for the construction of its plant or its extension, pay more for the implements or property used than is necessary.

These actual performance records, therefore, whenever they can be obtained, should be the storehouse from whence is drawn the facts upon which is based the actual, reasonable and necessary detriment suffered by the utility in serving the public, and whatever that detriment may be, the public in justice and equity should return fair compensation upon that sum. Taking then, into consideration the "actual performance" of this company, as well as all the elements provided by statute, what has been the honest, reasonable and necessary detriment this respondent has suffered in serving its patrons in this state, and in being reasonably prepared to take care of future business?

There is contained in respondent's "actual performance appraisal" as due from subscribers and agents, the sum of \$201,147.72. This sum is an asset of the company; so are all bills receivable assets of the company. However, it is not an item to be capitalized as a part of the rate base.

A telephone company must necessarily incur development cost. The plant costs for an exchange up to capacity is approximately the same. This initial expenditure occurs when the engineers decide that increasing population requires the construction of a new exchange. During many months and probably years, an exchange wisely constructed and

based upon the probable growth of a community may be a losing proposition or at best produce a return wholly inadequate. Justice demands that this fact be considered if the public is to exercise its rights of limiting the return.

We will not include in the sum which we finally determine to be the "rate base" the full amount reported by our engineers, but an amount which in our judgment will fairly represent "development cost."

Considering the foregoing and all the elements enumerated to be considered by the Commission in our statute (Session Laws of Washington, 1911, chapter 117, section 92), and having fully considered all of the evidence herein, and being fully advised in the premises, the Commission now finds:

I.

That respondent, The Pacific Telephone and Telegraph Company, is a corporation duly organized and existing under and by virtue of the laws of the state of California, and is engaged in the telephone business in the State of Washington, and is a public utility managing telephone lines, and conducts the business of affording telephonic communication for hire in the State of Washington.

II.

That the cost of construction and equipment, including the amount expended for permanent improvements and the amounts properly charged to construction of respondent's property in the State of Washington, as of December 31, 1914, is the sum of \$18,467,296.41.

III.

That the cost of reproduction new of the respondent's property in the State of Washington, as of December 31, 1914, is the sum of \$17,147,592.07.

IV.

That the cost of reproducing respondent's property in its present condition in the State of Washington, as of December 31, 1914, is the sum of \$14,011,297.48.

V.

That the outstanding securities of the respondent company as of December 31, 1914, are as follows:

Common stock	\$18,000,000
Preferred stock	32,000,000
Funded debt	41,375,000
Unsecured debt	3,600,000
Total.....	<u>\$94,975,000</u>

VI.

That the relative value of the use to which such property in the State of Washington is actually put, in the conducting of interstate business and state business respectively for the year 1914, is 13-100 per

cent and 99 87-100 per cent of respondent's entire property within the State of Washington. (Trans. 747, Exhibit 17.)

VII.

That the earnings of respondent company in the State of Washington for the year 1914, is the sum of \$4,106,602.59.

VIII.

That the expense of the respondent company, exclusive of depreciation, in the State of Washington for the year 1914, is the sum of \$2,588,504.94.

IX.

That the total market value of respondent company's property in the State of Washington, used for the convenience of the public as of December 31, 1913, is the sum of \$22,000,000. (Trans. 678.)

X.

That the earning capacity of respondent company's property in the State of Washington for interstate business is the sum of \$202,128.16. (Trans. 749, Exhibit 18.)

XI.

That the earning capacity of respondent company's property in the State of Washington for intrastate business is the sum of \$3,897,619.86. (Trans. 749, Exhibit 18.)

XII.

That the probable earning capacity of the respondent company's property in the State of Washington under the rate now charged is the sum of \$4,106,602.59, and that the amount required to meet fixed charges and operating expenses is the sum of \$3,311,461.00.

XIII.

That the expenditures already made by respondent company in procuring its property were justified by the then existing conditions, and such as might reasonably be expected in the immediate future, and the money expended by respondent has been reasonable for the present needs of the company and for such needs as may reasonably be expected in the immediate future.

XIV.

That the net additions to the property of respondent company in the State of Washington for the year 1914 is the sum of \$382,209.00.

XV.

That the valuation includes the property in Tacoma, Washington, held in the name of the Sunset Telephone and Telegraph Company, it having been stipulated by respondent that such property should be considered in this hearing as a part of the property of the Pacific Telephone and Telegraph Company, respondent owning all of the stock of

said Sunset Telephone and Telegraph Company, and operating it as a unit of the Pacific Telephone and Telegraph Company.

XVI.

That the fair value of respondent's entire property, or rate base from which should be estimated the just, fair, reasonable and sufficient return to respondent as of December 31, 1914, is the sum of \$19,382,209.00. Rates will be determined from this sum, or such part thereof as is used for public convenience at the date of establishing just, fair and sufficient rates.

By LEWIS: While the "actual performance" method of appraisal as used by the respondent has commendable features, I am not prepared to adopt it at this time as a principle without a more careful study of the application of the method to the future work of this Commission. I therefore concur only in the findings of fact and result which are based on the statutory requirements.

No. 1825.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY, *Respondent*.

The taking of testimony in this cause was concluded at a hearing in Olympia, Washington, beginning May 31, 1916, at 11 o'clock a. m., there being present Chairman C. A. Reynolds, Commissioners A. A. Lewis and Frank R. Spinning and Assistant Attorney General Scott Z. Henderson. The defendant company was represented by Mr. James T. Shaw, Mr. H. D. Pillsbury and Mr. Otto B. Rupp, its attorneys. The city of Seattle was represented by Walter F. Meier, assistant corporation counsel, its attorney; the Traffic and Transportation Bureau of the City of Tacoma by Mr. Jay W. McCune, its attorney, and the town of Cosmopolis by W. H. Tucker, its attorney, and testimony having been adduced by the respective parties, said cause was taken under advisement; that while the cause was under advisement, Commissioner Reynolds resigned and E. F. Blaine was appointed in his stead, who, since his appointment has taken part in the deliberations of the Commission in this action.

The Public Service Commission in the opinion and findings of fact rendered in case No. 1810, under date of April 25, 1916, found as follows:

"That the fair value of respondent's entire property or rate base from which should be estimated the just, fair and reasonable and sufficient return to respondent as of December 31, 1914, is the sum of \$19,382,209.00. Rates will be determined from this sum or such part thereof as is used for public convenience at the date of establishing just, fair and sufficient rates."

Testimony was offered and exhibits submitted in evidence, not only upon the segregation of the fair value already found by the Commis-

sion in case No. 1810, but, also upon the question of plant not used and useful, the credit to exchanges from toll revenues for the use of the exchange plant in rendering toll service, the earnings and expenses of the different exchanges and the toll lines, the basis of primary rate areas, obsolete rates, operation of air line toll rates, and other questions arising from the rules and practices of respondent company, all of which will be taken up and considered in order.

In relation to the segregation of the valuation the Commission's engineers submitted an exhibit (Comm. Ex. 1, Trans., p. 14) prepared by them, which shows the segregated valuation of the various exchanges of the respondent company in the State of Washington and bases the valuation of the various exchanges upon the valuation found by the Commission following the valuation hearing. The respondent presented no segregation either through testimony or exhibits that in any way questioned the fairness or reasonableness of the segregation made by the Commission's engineers, and the Commission therefore feels fully justified in accepting the segregation as offered.

The respondent has plant not classed as used and useful to the amount of \$208,858.56 (Res. Ex. 10, Trans., p. 274) which will be deducted from the fair value.

The service rendered by the telephone company is of two general types commonly termed exchange, and interexchange or toll, and this distinction gives rise to the segregation of the plant into portions devoted to these particular uses and known as exchanges and toll lines. Evidently, then, the use is one basis for the division of the plant into exchanges, commonly coincident with the cities or towns and contiguous territory, and toll lines, which extend between these exchanges. Such a division of physical property is one generally recognized and the interstate commerce commission has so recognized it in its prescribed system of accounts. For practical purposes, convenience in operation, accounting and such, these toll lines are commonly considered as extending from a central office in one exchange to a central office in another exchange, and to constitute the toll plant. While the exchange plant is complete within itself and can render service, this is not true of the toll plant and no toll service can be rendered without some use being made of the exchange plant. It follows, therefore, that not only must the plant commonly recognized as toll plant be taken into consideration in the determination of a basis against which the earnings and expenses from this type of service is set, but something else in addition. On the basis of use an attempted segregation of all portions of the exchanges between exchange and toll would lead to practically insurmountable difficulties. Consequently, it has been customary to determine the expense incurred by the exchange plant in the function it performs in rendering toll service, and by crediting to the earnings of the exchange a portion of the toll revenues, to compensate therefor, thus fully recognizing that this expense belongs and must appear in the toll rates and is justly assessable against the toll user.

Respondent's Exhibit 2 (Trans., p. 218) shows a detail computation for the determination of the compensation to exchanges for interexchange or toll function. This computation based upon the year 1914 shows that for that year a credit of 32.95 per cent of the gross revenue of the toll should be credited to the exchange. Computations by the Commission's engineers for this same year, using their slightly different views as to the distribution of some of the items of expense, resulted in the finding of 32.06 per cent, or practically the same amount (Trans., p. 229).

Analysis of the toll revenues over the period from 1911 to 1914, inclusive, which period covers fluctuating business conditions, shows that the 1914 revenues did not include the average potential in the business as indicated by the entire period, and that the interexchange expense for the year 1914, assuming the business had included the potential of the other years of this period, would have resulted in an allowance or compensation to the exchanges of 30.36 per cent of the total interexchange revenue for the state.

The earnings and operating expenses of the respondent company have been thoroughly investigated in detail for the years 1913 and 1914, both for exchange and interexchange or toll plant, and also for the plant as a whole. The respondent's exhibit No. 3, which corresponds to the "statement of earnings and expenses set against segregated rate base" as shown in the Commission's Exhibit 2, shows the distribution of the plant, gross revenue, expenses and net revenue within the state. Thirteen exchanges, Aberdeen and Hoquiam being considered as one, comprise 76.35 per cent, the remaining exchanges, all of which have a fair value of less than \$50,000, each, comprise 3.86 per cent and the toll lines comprise 19.79 per cent of the total property within the state. The following tabulation is taken from that exhibit:

DISTRIBUTION OF PLANT, GROSS REVENUE, EXPENSES AND NET REVENUE, 1914.

EXCHANGE	Rate Base	Revenue	Expenses	Revenue	Per Cent. Net Return	Per Cent. Net Return (Published rates substituted for obsolete rates)
Seattle	\$6,799,902	\$1,639,724	\$1,459,538	\$180,186	2.65	3.35
Spokane	3,387,264	632,789	602,415	50,354	1.49	1.81
Tacoma	2,425,826	424,546	440,977	16,481*	.68*	.23*
Bellingham	607,870	96,491	112,461	15,970*	2.68*	2.62*
Aberdeen and Hoquiam	310,829	82,023	70,446	11,577	3.78	4.08
Walla Walla	308,600	87,556	66,897	20,659	6.80	7.96
Everett	236,212	62,573	66,207	3,634*	1.22*	1.01*
North Yakima	291,412	75,966	61,374	14,590	5.01	5.06
Vancouver	140,648	33,532	34,174	642*	.46*	.62
Olympia	110,170	36,945	33,411	3,533	3.21	3.39
Oenralia	72,446	31,260	25,071	6,189	3.54	9.18
Oolfax	50,522	20,248	18,506	1,652	3.27	5.17
Exchanges having rate base of less than \$50,000	747,871	214,504	271,286	56,661*	7.58*	7.27*
Toll lines	3,886,183	645,892	379,008	266,883	7.20	.....
State totals	\$19,332,209	\$4,108,582	\$3,641,847	\$461,686	2.33	2.79

* Indicates loss.

The net result of operation either under the straight line or sinking fund method of calculating depreciation expense for the years 1913 and 1914, is shown in Commission's Exhibit 2, and in neither case is the net return or earning either for the exchanges as a whole or any particular exchange excessive. The only exchanges showing an earning in excess of eight per cent. are Centralia and Hoquiam, and with respect to Centralia this is because all toll earnings of Chehalis and certain other surrounding towns are handled by and credited to Centralia, while Hoquiam is the result of the present plant being fully saturated; that is, at its highest point of development, and is at present inadequate, and must immediately be provided with new, more efficient and additional construction and equipment.

Thus it is apparent that the aggregate earnings on exchange are not excessive and in no particular exchange is the rate of return excessive, and that no radical rate changes are reasonable or advisable.

The exchange rate schedules from which these earnings have resulted have been those which the company itself determined. It is a reasonable assumption that they have named rates therein that they felt would sell the service and encourage development. To show an adequate return upon the investment at the present time it is manifest that these rates in the aggregate would have to be raised. It is the belief of the Commission that the company would not name rates which would fail to show earnings unless they felt that they could not exact higher rates without restricting development. Consequently, as these rates, in the aggregate do not show a reasonable rate of return, it appears to the commission that at the present time, if the exchange rate situation is approached upon any other basis than that of rates which will conserve and develop the business and yet be acceptable that exchange rates in the aggregate would have to be increased.

The respondent company (Res. Ex. 5, Trans., p. 258) has offered the following interpretation of the terms "Exchange," "Rate Districts or Zones," and "District Service Area."

"An exchange consists of one or more central offices, usually located in the same city, town or village, and forming a local system providing local service between the subscribers in said city, town or village, or contiguous thereto, at standard rates established for the community they serve."

"Exchanges, particularly if large, are sometimes subdivided into rate districts or zones. These rate districts or zones form only parts of an exchange and, for the purpose of this definition, should not be counted as separate exchanges."

"It sometimes happens that two or more exchanges, each limited by its own boundaries, may be grouped together and treated as one rate area from the standpoint of rates. When this occurs, the group thus formed is not to be counted as one exchange but each of the exchanges composing the group should be counted as one. Such a combination of exchanges as above described is known as a 'district service area' and not as an exchange."

"An area within an exchange in which the primary or base rates apply is defined as a 'primary rate area'."

That consideration of such distinctions is fundamental to the business conducted by the respondent company is readily apparent. The necessity for a segregation of the territory served by an exchange into zones which determine the areas for which base or primary rates are quoted, has long since been recognized and such primary rate areas or zones are now on file in conjunction with the rate schedules of respondent company. The primary rate areas and the zones contiguous thereto were determined by the drawing of concentric circles about the central office, except where the growth of multioffice exchanges had more or less destroyed or precluded such a method. It is apparent that such a system does not give due recognition to development, physical and geographical necessities, and limitations, and might result in unnatural and unusual requirements. A proposed readjustment of primary rate areas, both as to the basis for their determination and the extent in each of the particular exchanges throughout the state, has been submitted, purporting to give recognition to physical and geographical conditions governed by the development, both actual and anticipated, and is evidently much more logical, just and reasonable, than the basis for the determination of the primary rate areas now existing and on file.

The equity of the air line toll rate schedule operated in 1914, as compared with the old county zone system in operation during 1913 and prior thereto, was one of the questions at issue. Under the old county zone system toll rates were based upon a flat unit charge per county traversed without any regard to the size or outline of these counties, or to the location within the counties of the exchange at which a message originated or terminated, and for this reason were not fair, reasonable, just or equitable. The necessity for quoting exception rates where a volume of business moved was a recognition of the fundamental weakness of this system. No extended discussion of the merits of the existing air line toll rates need be made other than call attention to the fact that it recognizes the three primary factors inherently fundamental in this class of service (Comm. Ex. 3) namely, a fixed charge per call, necessary in recognition of a fixed expense per call and further made necessary as being the simplest solution of the recognition of the long and short haul principle, and the two variables, time and distance. This method places all interexchange or toll traffic upon an equitable and non-discriminatory base through the recognition of these principles.

The net result of the operation of the air line toll rate in the toll line segregation using either the straight line or sinking fund depreciation, as shown in Commission's Exhibit No. 2, for the year 1914, during which this rate was in effect, and as compared against the year 1913, during which time the county zone system of toll rates was in effect, is an earning not unreasonable or excessive, neither does it fail to produce a reasonable return under the existing plant and traffic conditions.

In reply to interrogation respondent admitted that there were in existence obsolete rates which were the result of contract relations not running concurrently with the rate schedules as filed. (Trans p. 259.)

These so-called contractual relations, real or implied, have resulted in there being 8,095 subscribers in 1914 who were receiving service at rates at variance with the rates in the schedules now on file and are discriminatory. (Trans. p. 258—Res. Ex. 6.)

The rules and practices of the respondent company other than those normal to any business were built around a contractual relation dependent upon an extended period of service. These rules and practices developed conditions in addition to obsolete rates which were the source of numerous complaints. The elimination of these conditions implied the formulation and drafting of new rules and regulations upon an entirely different basis.

The engineers of the Commission were directed to confer with the engineers of the respondent company looking to the promulgation of a set of rules and regulations by the company which would eliminate, in so far as they were able to determine, the features manifestly and admittedly unsatisfactory to both the company and its patrons. As a result of this conference, involving no small effort and study and extending over quite a period of time, the engineers of the company, together with the engineers of the Commission, have drafted a set of rules and regulations which appear to be satisfactory and to eliminate all causes for complaint which have been made against the former rules and regulations. These have been duly filed by the company. The underlying reasons and the rules directly applicable thereto may be stated as follows:

The necessity for certain definite and specific rules and regulations for the government of the practice and procedure in the conducting of any business is an established and recognized principle. These rules and regulations must admit of ready interpretation and be practically applicable to the conducting of the particular business and the conditions peculiar to that business. The requirements made by the public upon telephone utilities have necessitated rules and regulations peculiar to the problems of this particular business.

While the rules and regulations of the different telephone utilities have not all been in conformity they have all recognized the underlying principles peculiar to and characteristic of the telephone business.

To insure uniformity throughout the state, rules and regulations have been prepared, designed to meet the reasonable requirements of the service, both from the standpoint of the public and the utility. These rules and regulations comprehend the recognized principles of telephone utilities and permit these principles to be administered in reasonable procedure. The rules and regulations are interrelated throughout and form a complete structure. Each rule or regulation also has its particular function in the administration of the business. Since telephone

utilities render exchange or interexchange service, or both, the rules and regulations have been formulated to provide for their requirements made in rendering either or both of these services.

Through provisions made in these rules and regulations the necessity for the existence of the "term-contract" with its objectionable features has been eliminated. To provide evidence of a request for service so that a permanent record may be had as to the request for service, type, location, directory listing and other information pertinent thereto, provision should be made for an application, the form of which is to be filed with the Commission. In connection with this application, it is necessary to define the general classification made of telephone service. This refers to the general service types of business and residence, and a further classification of the business type into public and private, and means should be provided by which these are determined. This is to clearly define these segregations and is for the protection of the users of telephone service and the company, in that it will eliminate the abuses which arise from the improper application of a schedule. This is covered by the following rule.

RULE 1.

Applicants may be required to sign an application furnished by the company, for the service to be rendered, and to establish their credit as provided in these rules as a condition precedent to service.

The applicability of rates for business and residence service, and for public or private business service, shall be governed by the obvious or actual use made of the service.

Measured rate service is a type within itself and may not be handled with respect to payment as is flat rate service, because the billing is in arrears. Flat rate service types are required to be paid monthly in advance but in the case of measured rate service types, because the billing is in arrears, the utility is entitled to be reasonably safeguarded in this enforced extension of credit and to have the applicants establish their credit before service is rendered. This credit may be established by any one of several methods as elected by the applicant. If he owns the property, that fact alone should establish his credit. If he does not own the property, he may establish his credit by furnishing a guaranty for the payment of his bill signed by a guarantor satisfactory to the utility. If he is a subscriber of the utility at the effective date of these rules and regulations his credit will be deemed established. If the subscriber does not desire to elect either of these methods, he can establish his credit by making a cash deposit. This permits the applicant to take the initiative and establish his credit in a manner in which he may elect. This is covered in the following rule.

RULE 2.

All applicants for measured or coin box exchange service at the time of applying for service shall be required to establish their credit under one of the following methods.

(a) Ownership of Premises.

An applicant who owns the premises in which telephone service is to be installed may establish credit by signing a certificate provided by the company certifying to the ownership. The company will accept the signed certificate as satisfactory evidence of ownership in the absence of any definite knowledge to the contrary.

(b) Guarantor.

An applicant may establish credit by furnishing a guarantor satisfactory to the company, the applicant to obtain the signature of the guarantor on a guaranty form provided by the company. Any applicant furnishing a guarantor not acceptable to the company must establish credit under (a) or (c).

(c) Cash Deposit.

An applicant may establish credit by making a cash deposit as hereinafter provided. Receipts shall be issued for all such cash deposits.

(d) Subscribers as of the effective date of these Rules and Regulations.

All subscribers receiving service as of the effective date of these rules and regulations will have established their current credit under this rule.

Since provision in the foregoing rule has been made whereby the applicant may elect to establish credit by a cash deposit, it is necessary to fix a limit on the amount of this deposit.

The probability of other than a minimum use of residence, measured or coin box exchange service is slight particularly when compared with measured or coin box business service where the requirements may result in a use far in excess of the minimum amount of service associated with the minimum rate, which is referred to as the monthly rate. Consequently a limit has been fixed and a distinction made between the two classes of service in the amount of the deposit required by the following rule.

RULE 3.

All applicants for measured or coin box exchange service who establish credit by making a cash deposit shall make a deposit in the following amount:

(a) The deposit required from applicants for business measured or coin box exchange service shall not be in excess of twice the monthly rate for the service.

(b) The deposit required from applicants for residence measured or coin box exchange service shall not be in excess of the monthly rate for the service.

Bills for measured or coin box exchange service are rendered in arrears and do not become delinquent until after fifteen (15) days have elapsed subsequent to the receipt of such bill. Since no action on the part of the utility toward disconnecting or refusing to provide service is permitted prior to the expiration of this period, this permits of the accumulation of approximately two months' bill for service before final action can be taken relative to disconnection. For this reason, the maximum amount of the deposit in cases of impairment should be twice the average monthly bill as determined by the two months preceding the impairment. This is covered by the following rule.

RULE 4.

Subscribers who have initially established their credit otherwise than by a cash deposit and later fail to pay their bills shall be required to make a cash deposit to guarantee the payment of charges under the following regulations:

(a) The deposit required from a business measured or coin box exchange subscriber who has impaired his credit shall not be in excess of twice his average monthly bill, based upon the two months preceding the month in which impairment occurs.

(b) The deposit required from a residence measured or coin box exchange subscriber who has impaired his credit shall not be in excess of twice his average monthly bill, based upon the two months preceding the month in which impairment occurs.

Subscribers subject to this rule who refuse to make a cash deposit may be denied further service, but only after the lapse of at least fifteen (15) days after the receipt by the subscriber of the company's notice that service is subject to discontinuance.

The establishment of credit by means of a cash deposit, either on the part of an applicant for service, or of a subscriber who has impaired his credit, necessitates provision for the application of this deposit to unpaid bills. In the case of continuance of service the deposit may be required to be restored in full after all or any part of the deposit has been applied to the impaired bill. The subscriber may be required to pay any amount by which the bill exceeds the deposit, in addition to restoring the deposit. These provisions are covered by the following rule.

RULE 5.

Subscribers who have made a cash deposit and fail to pay all charges due are subject to the following rules:

(a) The deposit may be applied in so far as necessary to cover all charges due.

(b) If the deposit equals or exceeds the charges due, the subscriber may be required to make a new deposit as provided by Rule 4. The total deposit shall not exceed that required by Rule 4.

(c) If the deposit does not equal the charges due, the subscriber may be required to pay the remaining amount after applying the deposit, and make a new deposit as required by Rule 4.

As a protection to subscribers against any arbitrary discontinuance of service by a telephone utility and to relieve the utility of unnecessary expenditure, through issuing additional notices, it is desirable to designate a billing period, within which payment may be made and during which discontinuance may not be made. Fifteen days after the receipt of the bill is considered a sufficient period, and the bill should contain a notice calling attention to this period. This is covered by the following rule.

RULE 6.

All bills against subscribers receiving measured or coin box exchange service shall be rendered monthly in arrears and shall contain a notice to the effect,—that bill is then due and payable and unless paid within fifteen (15) days after receipt of bill, the service is subject to discontinuance without further notice.

It is the general practice of telephone utilities to extend the convenience of toll or telegraph service to all patrons. The telephone utilities are entitled therefore to reasonable protection in payment for service rendered. Since the exact amount of a bill cannot be known until the service is rendered and as these bills may assume any proportions, the utility should have the right to exact payments as occasion may demand. In the event that a subscriber fails to pay the charges due the service is subject to denial and the subscriber may be required to pay all charges due, and to make a cash deposit before further toll or telegraph service is furnished. This is covered by the following rule.

RULE 7.

The company may extend credit for toll or telegraph service to any subscriber under the following rules:

(a) If a subscriber avails himself of the convenience of toll or telegraph service and fails to pay the charges therefor, after reasonable notice, the company may deny the convenience of further toll or telegraph service until the subscriber pays the amount due and makes a deposit, not in excess of twice the amount that was due, to cover charges for future toll or telegraph service.

(b) If a subscriber who has made a cash deposit fails to pay his bills for toll or telegraph service, the deposit may be applied to the subscriber's account for toll or telegraph service, in so far as it will apply. The subscriber will be required to pay his bill in full and

may be required to restore the deposit to its original amount before further toll or telegraph service is supplied.

Any subscriber who has made a cash deposit through election or otherwise is entitled to recover that deposit under certain conditions after a reasonable time. Prompt payments of all bills for service rendered over a period of one year is deemed sufficient to establish credit and should entitle a subscriber to have his deposit returned. In the case of impairment of credit, one year shall have elapsed since the date of last impairment before the return of a deposit may be demanded. At the closing of an account at any time, a deposit may be applied against any charges due, and the amount, if any, in excess of such charges should be returned. This will prevent utilities from carrying their patrons' deposits indefinitely and also provide sufficient protection for the utility. Such provisions have been made in the following rule.

RULE 8.

A cash deposit to guarantee payment for measured or coin box service that has not been impaired for a period of twelve months from the date of establishment of service shall be returned to the subscriber at the end of the twelve months' period. In the case of an impairment of a deposit, the deposit shall be returned to the subscriber only after it has remained unimpaired for a period of twelve months from the date of the last impairment.

When service is discontinued any deposit may be applied to the charges on the closing bill. The amount of any deposit in excess of the charges shall be returned to the subscriber.

Payment of interest on cash deposits has been common practice among all utilities. This practice is recognized and six per cent. per annum has been adopted but should not apply if service is discontinued within less than one year from the date of the establishment of service. This is covered by the following rule.

RULE 9.

A cash deposit that remains unimpaired for a continuous period of twelve months subsequent to the establishment of service¹ from the date of last impairment, shall bear interest at the rate of six per cent. per annum for such twelve months' period. No interest shall be paid if service is discontinued within less than twelve months from the date of establishment of service.

It is a well established principle that utilities which render flat rate service may demand payment in advance. In service of this character the amount to be paid for any given period is definitely known in ad-

vance. As direct payment may be required, no form of guaranty is necessary. Advance payments may be made effective by requiring that the amount is due and payable when the bill is received and that service is subject to discontinuance unless the bill is paid within a specified period. This is covered by the following rule.

RULE 10.

All applicants for business or residence flat rate service shall be required, upon the establishment of service, to pay in advance the charge for the service for the period of which bills are regularly rendered as specified in the rate schedules.

All bills for flat rate service may be rendered in advance for the periods specified in the rate schedules, and may contain a notice that the bill is due and payable when received, and that service is subject to discontinuance without further notice unless the bill is paid within the period specified therein. The periods specified shall be as follows:

(a) Bills rendered monthly in advance shall specify at least fifteen (15) calendar days after subscriber's receipt of bill.

(b) Bills rendered in advance for periods in excess of one month shall specify at least thirty (30) calendar days after subscriber's receipt of bill.

The company should at its own expense provide all instrumentalities necessary to render service and these should conform with the established standards of the company. It is necessary, however, that some restriction be placed upon this, permitting the company to refuse demands for installation of service in advance of the needs of the subscriber, or unreasonable in character, and provision made for appeal to, and review by The Public Service Commission of Washington. This is covered by the following rule.

RULE 11.

The company shall furnish at its own expense all instrumentalities to provide service covered by its rate schedules.

All instrumentalities provided shall conform with the company's established construction standards.

The company may refuse the installation of service that is not to be immediately used or is unreasonable in character, subject to appeal to The Public Service Commission of Washington.

The company should make all extensions necessary to serve patrons at its own expense, in the territory for which rates are published and filed. However, in case this service requires an extraordinary or unreasonable expenditure for either construction, maintenance, or operation, or is unreasonable in character, it may be refused and made the

subject of an agreement, wherein this abnormal cost is in part or as a whole borne by the patron in order that it may not become a burden upon other users of service. This question and agreement is subject to review by The Public Service Commission in case of dispute or divergent views. This has been covered by the following rule.

RULE 12.

The company will provide, at its own expense, all reasonable extensions necessary to serve applicants in accordance with its published rates filed with The Public Service Commission of Washington and in accordance with its established construction standards.

Any extension which in the company's judgment is unreasonable or should not be made at sole cost to the company may be refused, subject to appeal to The Public Service Commission of Washington by an informal application.

Any extension which is not to be made at the company's sole cost shall be covered by a written agreement between the company and the applicant, defining the terms and conditions under which the extension is to be constructed.

RULE 13.

The forms mentioned in the foregoing rules for application for service, certificate of ownership, guaranty, receipts for deposits, and a copy of each written agreement as provided for in Rule 12 shall be filed with The Public Service Commission of Washington.

The cost of making an initial installation is a proper capital charge. The cost that is capitalized cannot be considered as an operating expense, or in any manner assessable against the individual patron. The cost of the initial establishment of service, however, which is not capitalized and therefore becomes an operating expense, is properly assessable against the individual patron who is responsible for the cost being incurred. Likewise, the cost of disconnecting and reconnecting a patron's service is properly assessable against the individual patron. Such costs which do not enter into the capital account should not burden the rates of all patrons, but should be borne by the applicant or subscriber responsible for their occurrence. These costs may be provided for by a service connection charge to each applicant or subscriber for the establishment of service at any location. Such a rule is entirely proper, provided the amount of the charge bears a reasonable relation to the actual average cost involved. This charge eliminates the necessity of the utilities claiming protection under term-contracts, short term rates, cancellation charges, penalties or deposits therefor, since the uncapitalized expense occurring at the time of the establishment, disconnection or reconnection, of a patron's service will be met by the payment of a service connection charge.

This charge, moreover, taken in conjunction with the protection in the extension of credit covered in the various other rules, should be

sufficient protection for the satisfaction of all claims of the various telephone utilities as ordinarily expressed in term-contracts, short term rates, cancellation charges, penalties or deposits therefor. While it may not be possible to place in effect a service connection charge in an amount sufficient to cover the expenses involved in each particular case, the charge should bear a reasonable relation to the actual average expense incurred, thus placing this expense upon the subscriber responsible for its occurrence, and at the same time relieving the general rate paying public from carrying this burden.

The establishment of a service connection charge should not only be of benefit to the general rate paying public but to the individual subscriber as well, since by any continuous use of the service at any given locality the charge will remain constant for any given period. This charge results in a benefit direct and proportionate to those who are most entitled to the benefit,—the long term user,—and at the same time the short term user, while compensating for short term expense without burdening the long term user, becomes entitled to the same monthly rate for service as the long term user. In other words, a subscriber by paying the service connection charge has relieved the rate system to this extent, hence all subscribers are given the same opportunity of service at the same rates for similar periods. Further, the establishment of this charge should eliminate complaints arising from the application of contract regulations, such as supersedures, transfers, terminations and outside moving charges, since, under this plan there is no necessity for their existence. It is possible, therefore, to eliminate whatever discrimination has resulted from a contract period, since the proposed plan eliminates the requirement of taking service for any specified period.

It is necessary to make certain provisions to cover added expense in the case of service temporarily disconnected on account of non-payment of charges, subscriber's temporary absence, or for any reason for which the subscriber is responsible.

This expense occurs through the added efforts to collect revenues already due, disconnecting and reconnecting the service, or both. To control these expenses by assessing them against the individual subscriber responsible for their occurrence and to have some reasonable measure which will operate as a deterrent in decreasing the number of temporary disconnections, a restoration charge in conjunction with the payment of the exchange service charges during the period of temporary disconnection is a reasonable provision.

To provide further for the expense incurred by the individual subscriber for a change of instrument types or the location of instrumentalities after the original installation has been made, specific charges for such service should be provided for. Since the expense upon which these charges are based arises from the action of the individual subscriber the charges are properly assessed against him. This is covered by the following rule.

RULE 14.

A service connection charge of \$3.50 shall be made to all applicants for the establishment of service at any location, provided that no service connection charge shall be made to applicants who sign for service to be rendered by the use of telephone instruments as then in place, and further provided that no service connection charge shall be made to applicants for farmer line service nor for private branch exchanges and intercommunicating systems, except as hereinafter provided for in Rule 15. Any change in the installation required by the subscriber will be made subject to the established charges therefor.

A charge of \$1.00 will be made for restoration of service when service has been temporarily disconnected on account of non-payment, subscriber's temporary absence, or for any other reason for which the subscriber is responsible, except a change in class of service or location of facilities. Where service is temporarily disconnected for which the subscriber is responsible, the exchange service charges shall apply during the period of disconnection.

Charges for a change of instrumentalities shall be as follows:

- (a) Change of location in the same room—\$1.00 per station.
- (b) Change of location from one room to another, on the same premises—\$2.00 per station.
- (c) Change from wall to desk set or *vice versa*—\$1.00.
- (d) Change in location or address of private branch exchange switchboard or systems, intercommunicating systems or stations and miscellaneous equipment shall be charged for at actual expense.

Changes involving only private branch exchange stations will be charged for in accordance with (a), (b), and (c).

In recognition of the well established and generally accepted principle of minimum charges for service, provision is made therefor in the following rule.

RULE 15.

The minimum charge for service, the rates for which are quoted on a monthly basis, shall be the published monthly rate, and the minimum charge for service, the rates for which are quoted on other than a monthly basis, shall be the published rate therefor; provided that the minimum charge for farmer line stations shall not exceed the rate for six months' service; and further provided, that, at any location, service may not be taken for a period less than herein specified, excepting that the aggregate of the charges for private branch exchanges, inclusive of inter-communicating systems, shall not be less than an amount equal to the annual rate plus the cost of installation and removal.

FINDINGS OF FACT.

Considering all the facts in evidence herein, the Commission now makes the following findings:

I.

That the fair value as segregated to the various exchanges and toll lines in service as of December 31, 1914, is as follows:

<i>Exchanges</i>	<i>Amount</i>
Aberdeen	\$232,320 69
Ahwaga	38 30
Albion	5,903 89
Almira	2,225 33
Anacortes	46,391 50
Arlington	42,694 05
Auburn	21,658 37
Bay City	32 36
Barneston	36 10
Bellingham	599,685 87
Black Diamond	112 80
Bothell	12,210 25
Buckley	7,172 05
Burlington	30,136 65
Burnett	42 87
Carbonado	50 73
Castle Rock	3,633 23
Centralia	72,445 75
Chewelah	3,345 31
Cle Elum	12,171 70
Clarkston	25,864 86
Colfax	50,522 03
Colville	18,193 79
Conconully	1,759 12
Coupeville	6,657 04
Coulee City	2,473 26
Dayton	35,961 47
Deming	5,313 39
Deer Park	6,210 48
Edison	2,709 02
Edwall	1,641 57
Enumclaw	7,628 03
Ephrata	4,663 73
Eureka	72 89
Everett	298,212 04
Fairfax	86 54
Farmington	1,226 78
Frances	564 46
Garfield	2,378 57
Govan	533 35
Harrington	6,833 25
Hartline	769 85
Hatton	625 01
Hoquiam	78,509 20
Issaquah	4,270 72
Kerriston	30 97
Lind	4,875 96
Loon Lake	86 07
Markham	56 96
Marysville	6,785 80

<i>Exchanges</i>	<i>Amount</i>
McCormick	\$17 70
Meyers Falls	253 54
Melmont	62 02
Moclips	190 07
Mohler	52 94
Monroe	34,340 52
Mount Vernon	44,332 23
New Kamilche	40 93
North Yakima	291,412 33
Northport	3,209 17
Oak Harbor	4,765 71
Odessa	4,991 34
Olympia	110,169 98
Orient	204 90
Palmer	598 40
Palouse	14,940 55
Pateros	2,264 32
Port Townsend	28,715 43
Pomeroy	29,353 75
Pullman	37,685 85
Ravensdale	106 95
Rainier	210 37
Ritzville	23,726 32
Rockford	77 06
Rollway	77 03
Roy	1,721 97
Scotia	72 40
Seattle	6,644,889 05
Sedro Woolley	39,320 23
Shelton	6,719 04
Sherlock	158 67
Snohomish	32,988 53
Spangle	636 14
Spokane	3,387,264 86
Spokane Bridge	171 09
Sprague	11,582 26
Stanwood	16,972 40
Startup	2,700 56
Sultan	4,591 33
Sumner	9,659 24
Springdale	585 21
Starbuck	2,324 46
Tyler	148 41
Vancouver	137,744 63
Walla Walla	303,600 01
Waitsburg	11,638 92
Washtucna	529 17
Wilbur	9,846 63
Wilkeson	1,366 17
Wilson Creek	2,056 02
Willada	31 30
Winlock	870 79
Winona	83 15
Tacoma	2,386,568 68
Connecting Company Points	11,689 98
Toll Stations Checked	217 73
Toll Lines	3,836,183 98

II.

That the respondent company has plant not classed as used and useful in various exchanges throughout the state to the amount of \$204,858.56, that is not included in the segregated fair value.

III.

That thirty per cent. of the originating interexchange revenue is a fair and reasonable compensation to the exchanges for their toll functions.

IV.

That for the years 1913 and 1914, the earnings and expenses of the several exchanges and the toll lines show a per cent. earned on the segregated fair value as follows:

EXCHANGES	PER CENT. EARNED			
	Depreciation on 4% Sinking Fund Basis		Depreciation on Straight Line Basis	
	1913	1914	1913	1914
Aberdeen	8.34	2.74	2.14	1.53
Almira		2.23		1.02
Anacortes	13.70*	11.46*	14.90*	12.67*
Arlington	8.00*	4.75*	9.20*	5.96*
Auburn .....	.68	.17*	.52*	1.88*
Bellingham	2.86*	1.38*	4.06*	2.50*
Bothell	11.62*	13.06*	12.82*	14.28*
Buckley		37.75*		38.96*
Burlington	16.92*	12.96*	18.10*	14.16*
Castle Rock		59.64*		60.85*
Centralia	14.08	9.75	12.88	8.54
Chewelah		7.54		6.33
Clarkston		6.13		4.92
Cle Elum	2.29*	2.69*	3.49*	3.90*
Colfax	4.51	4.48	3.31	3.27
Colville	1.76*	1.57*	2.96*	2.78*
Coupeville	3.08*	8.40*	7.29*	9.62*
Dayton	2.06	.74*	.85	1.96*
Deer Park	8.43*	19.04*	9.63*	20.25*
Edison		12.32*		13.53*
Edwall		7.42*		8.45*
Enumclaw	3.79*	1.06	4.99*	.16*
Ephrata		3.72*		4.91*
Everett .....	.02	.01*	.12*	1.22*
Harrington	7.19*	7.81*	8.39*	9.02*
Hartline		23.15*		24.36*
Hoquiam	11.94	11.43	10.74	10.22
Issaquah		19.16*		20.37*
Lind	6.18	3.91	4.98	2.70
Monroe	6.77*	7.97*	7.97*	9.18*
Mount Vernon	12.45*	12.73*	13.65*	13.94*
Northport		39.48*		40.69*
North Yakima	5.74	6.22	4.54	5.01
Oak Harbor	1.91*	13.71*	3.11*	14.92*
Odessa	13.60*	9.16*	14.81*	10.37*
Olympia	8.26	4.51	7.06	3.21
Pomeroy	3.33	2.82	2.13	1.61
Port Townsend	11.28*	17.27*	12.48*	18.48*
Palouse	7.18*	4.78*	8.38*	5.95*
Pateros		25.91*		23.45*
Pullman	2.36*	1.23*	3.56*	2.44*
Ritzville	2.61	1.07*	1.41	2.28*
Roy		35.73*		36.94*
Seattle	3.06	4.05	1.86	2.84
Sedro Woolley	13.74*	12.33*	14.94*	13.54*
Shelton	4.00*	5.61*	5.20*	6.82*
Snohomish	12.83*	7.40*	14.03*	8.61*
Spokane	1.65	2.70	.45	1.49
Sprague	1.65	3.97*	.45	5.18*
Stanwood	14.85*	18.48*	16.05*	19.60*
Starbuck		3.85*		5.06*
Startup		47.92*		49.13*
Sultan	19.64*	29.96*	20.85*	31.17*
Sumner	22.66*	25.13*	23.85*	26.34*
Tacoma	1.06	.61	.22*	.60*
Vancouver	2.31	.86	1.11	.35*
Waitsburg	2.41*	2.53*	3.61*	3.74*
Walla Walla	7.23	8.01	6.03	6.80
Wilbur	6.59*	3.98*	7.79*	5.19*
Wilson Creek		23.39*		24.60*
Remaining exchanges	17.47*	3.98*	18.67*	5.19*
Total exchanges	1.82	2.49	.68	1.28
Toll lines	9.24	8.39	8.05	7.20
Total toll and exchanges	3.35	3.67	2.15	2.46

* Indicates loss.

V.

That the basis for the determination of primary rate areas as proposed is reasonable.

VI.

That the toll rates now on file with the Commission under the existing conditions of plant and traffic are not unreasonable or excessive.

VII.

That the schedules of exchange rates on file with the Commission are not unreasonable.

VIII.

That so-called obsolete rates differing from the rates of the regular schedules now on file are in effect in various exchanges throughout the state and are contrary to Sec. 41, Chap. 117, Session Laws 1911.

IX.

That the rules and regulations filed by the respondent company are accepted and approved.

CONCLUSIONS.

From the foregoing the Commission concludes:

First: That the so-called obsolete rates differing from the rates of the regular schedules now on file are unduly discriminatory and in violation of the statute and should be eliminated.

Second: That the complaint herein so far as the same refers to the unreasonableness of the rates and the rules and regulations should be dismissed.

ORDER.

IT IS THEREFORE HEREBY ORDERED, That the Pacific Telephone and Telegraph Company be, and it is hereby, directed to eliminate from its rates and schedules all of the so-called obsolete rates, and that the said Telephone and Telegraph Company conform to the regular tariffs and schedules on file with this Commission.

IT IS FURTHER ORDERED, That the complaint herein, in so far as it relates to the unreasonableness of the rates of the Pacific Telephone and Telegraph Company, and in so far as it relates to the rules and regulations and practices of said company, which have been superseded by the new rules herein referred to and now on file, be, and the same is hereby, dismissed.

No. 1828.

THE MAYOR, COMMON COUNCIL AND CITIZENS OF CASTLE ROCK, WASHINGTON, *Complainants*, v. NORTHWESTERN LONG DISTANCE TELEPHONE COMPANY, PACIFIC TELEPHONE & TELEGRAPH COMPANY AND CASTLE ROCK HOME TELEPHONE COMPANY, *Respondents*.

Complaint relating to consolidation of telephone exchanges at Castle Rock, Washington.

It appearing to the Commission that the subject-matter of the above entitled proceeding has been satisfied,

IT IS ORDERED, That the above entitled cause be, and same hereby is, dismissed.

No. 1904.

MITCHELL STEVENS, AND TWENTY-FIVE OTHER SUBSCRIBERS OF THE ELLENSBURG TELEPHONE COMPANY, *Complainants*, v. ELLENSBURG TELEPHONE COMPANY, *Respondent*.

Complaint relating to telephone rates.

The matter complained of in the above entitled cause having been adjusted to the satisfaction of both parties thereto in accordance with a stipulation entered into May 20, 1916, a copy of which is hereto attached and made a part hereof.

IT IS THEREFORE ORDERED, That this cause be, and the same hereby is, dismissed.

No. 1967.

F. F. GERARD, *Complainant*, v. PACIFIC TELEPHONE & TELEGRAPH COMPANY, *Respondent*.

Complaint relating to installation of telephone.

It appearing to the Commission that since the hearing held in the above entitled cause respondent has installed a telephone for complainant and that the subject matter of the above entitled proceeding has been satisfied,

IT IS ORDERED, That the above entitled proceeding be, and the same hereby is, dismissed.

No. 1971.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF ISRAEL KATZ, MAYOR OF THE CITY OF PORT TOWNSEND, WASHINGTON, *Complainant*, v. PACIFIC TELEPHONE & TELEGRAPH COMPANY, A CORPORATION, THE NORTHWESTERN LONG DISTANCE TELEPHONE COMPANY, A CORPORATION, AND THE CITIZENS INDEPENDENT TELEPHONE COMPANY, A CORPORATION, *Respondent*.

Complaint relating to consolidation of telephone exchanges in Port Townsend.

It appearing to the Commission that since the commencement of the above entitled proceeding a consolidation of telephone exchanges at Port Townsend has been effected, and the subject complained of thereby satisfied,

IT IS ORDERED, That the above entitled cause be, and the same hereby is, dismissed.

No. 1983.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF J. E. RAINES, *Complainant*, v. M. N. BAXTER, ET AL., DOING BUSINESS AS AN UNINCORPORATED TELEPHONE COMPANY, *Respondents*.

Complaint relating to telephone installation.

The complainant having requested that the above entitled cause be dismissed,

IT IS ORDERED, That said cause be, and the same hereby is, dismissed.

No. 1999.

G. L. DAVALL, OSCAR ANDERSON, JEFF STEWART, A. D. ROSS AND L. E. UNGER, *Complainants*, v. THE PACIFIC TELEPHONE & TELEGRAPH COMPANY, *Respondents*.

STATEMENT

The complainants D. L. Davall, *et al.*, complaining of the Pacific Telephone & Telegraph Company, state that they are residents of Whatcom county, Washington, and reside about nine miles northeast of the city of Bellingham; that they are heads of families and are engaged in the business of farming; that they made application to the Pacific Telephone & Telegraph Company for installation of a telephone in each of the farm residences of the complainants, and connection with the telephone system of said company; that the telephone company refused to grant said applications on the ground that the territory within which the complainants live belongs to the Farmers Mutual Telephone Company of Whatcom County, Washington; that the complainants do not desire to be connected with, or become patrons of, the Farmers Mutual Telephone Company, and that each of the complainants can only obtain adequate facilities for telephonic communication, and adequate service, by being connected with the Pacific Telephone & Telegraph Company's system, and that said system is now serving parties whose residences and farms immediately adjoin those of complainants; that such installation can be made without exorbitant expense and the maintenance will be reasonable; that the territory within which the complainants reside, properly belongs to the Pacific Telephone & Telegraph Company and can be better served by said com-

pany than by any other concern; that the refusal to install phones for the complainants, and each of them, as requested, is unjust and unlawful discrimination against the complainants, and each of them; that said company is a public service corporation and that such action is depriving the complainants, and each of them, of their rights and reasonable telephone service in the community where they live. By its answer the respondent seeks to justify its refusal to install the service desired and requested by the complainants, and to the affirmative matter contained in the answer of the respondent the complainants make reply. A hearing of said cause was set for the 12th day of July, 1916, at the hour of 9:30 A. M., at the assembly room of the Chamber of Commerce in the city of Bellingham and due notice of the time and place of said hearing was, in the manner provided by statute, served upon each of the interested parties. On said last mentioned day Chairman E. F. Blaine and Commissioners Arthur A. Lewis and Frank R. Spinning met at the place above mentioned and proceeded to take testimony. The complainants were represented by Romaine and Abrams, their attorney. The respondent was represented by O. B. Rupp, its attorney, and the Farmers Mutual Telephone Company appeared by its president and general manager and asked to be heard and take part in the trial, and to this leave was granted. The testimony taken upon said day was concluded.

OPINION

We are of the opinion that the highest efficiency and greatest economy in telephonic communication, which must have a strong influence upon rates, can only be had by allowing no duplication of agencies, and that a proper division of territory between telephone companies is, upon the whole, beneficial to the patrons and will result in the highest development of telephonic service in this state.

FINDINGS

From the evidence adduced upon said hearing the Commission finds as follows:

I.

That the Pacific Telephone & Telegraph Company, as a lessee of the Sunset Telephone & Telegraph Company, is a licensee of the American Telephone & Telegraph Company for territory including Whatcom county, Washington.

II.

That on the 3rd day of January, 1912, and for a long time prior thereto, the Pacific Telephone & Telegraph Company was engaged in the telephone business in the city of Bellingham and the territory adjacent thereto and had toll lines extending in and out of said city, and ever since said day said company has been operating a telephone system in the city of Bellingham, including long distance toll lines.

III.

That prior to 1912 a company called the Home Company was operating a telephone system in the city of Bellingham and territory adjacent thereto, in competition with the Pacific Telephone & Telegraph Company.

IV.

That outside of the city of Bellingham, but within Whatcom county, for a long time prior to January 3, 1912, and continuously since said date, the Farmers Mutual Telephone Company has been operating a telephonic system.

V.

That prior to the 3rd day of January, 1912, the telephone system of the Home Company was purchased and consolidated with the system of the Pacific Telephone & Telegraph Company.

VI.

That prior to the consolidation mentioned in the last paragraph, under an agreement between the Home Company and the Farmers Mutual Telephone Company of Whatcom County, the Farmers Mutual Telephone Company had free use of the wires of the Home Company into the city of Bellingham, and this arrangement was reciprocal.

VII.

On and prior to the 3rd day of January, 1912, the Pacific Telephone & Telegraph Company was competing with the Farmers Mutual Telephone Company for business in Whatcom county, and on and prior to such date the competition of these companies was such that the revenues of each were inadequate for the maintenance of efficient service.

VIII.

On the 3rd day of January, 1912, in order to overcome the demoralizing competition between the Pacific Telephone and the Farmers Company, an agreement was entered into under which the Pacific Company sold to the Farmers Company all its exchange plants in the towns of Blaine and Deming, Washington, and the Pacific Company agreed to refrain from entering into the exchange business at any point in Whatcom county, except Bellingham, the Farmers Company to be entitled to all local tolls within the county of Whatcom, such business to be routed over the Farmers Company's lines; the Pacific Company to receive all tolls to and from stations outside of Whatcom county to stations within Whatcom county; the Farmers Company to handle the toll terminals of the Pacific Company at all stations within Whatcom county, except Bellingham and, as compensation therefor, to receive a commission of 15 per cent on all tolls collected by the Farmers Company; the Pacific Company to construct, operate and maintain between the city limits of Bellingham and the central office in said town, as many trunk lines as the Farmers Company may require for the purpose of giving service to its subscribers in the various towns within the county of Whatcom, as

compensation therefor the Farmers Company to pay the Pacific Company 3 cents on each call originating on the lines of the Farmers Company, going to Bellingham, and 5 cents on each call originating at Bellingham and going over the lines of the Farmers Company. In respect to the farmer and suburban subscribers of the Pacific Company then connected with the Bellingham exchange, the Farmers Company agreed to allow the Pacific Company to continue the service; the Pacific Company agreeing not to accept additional subscribers outside of a radius to be agreed upon; the Farmers Company agreeing not to accept any subscriber inside of said radius; the term of the connecting agreement to be for the period of five years.

IX.

On the 1st day of July, 1914, a formal connecting agreement was entered into between the Pacific Telephone & Telegraph Company, called the Pacific Company, and the Farmers Mutual Telephone Company of Whatcom county, called the Farmers Company. Under this last mentioned agreement is fully set out the relationship between these two companies.

X.

Under this last mentioned agreement the Farmers Mutual Telephone Company agreed to develop the telephone business in a territory described as follows:

Commencing at a point on the International boundary line at the easterly shore of Semiahmoo Bay; thence due east along said International boundary line to a point directly north of the western line of range 5 east; thence due south to the south line of section 19, township 39 north, range 5 east; thence due east three (3) miles; thence due south two (2) miles; thence due east nine (9) miles; thence due north to said International boundary line; thence due east to the Whatcom-Okanogan county line; thence southeasterly along said county line to the south line of Whatcom county; thence due west to the west line of section 34, township 37 north, range 4 east; thence due north nine (9) miles; thence due west two and three-fourths ($2\frac{3}{4}$) miles; thence due north two (2) miles; thence northwest to the northwestern corner of township 38 north, range 4 east; thence due west two (2) miles; thence southwest to the southwest corner of the southwest quarter of the northwest quarter of section 3, township 38 north, range 3 east; thence due west six and one-half ($6\frac{1}{2}$) miles; thence southwest to the intersection of the south line of section 5, township 38 north, range 2 east, with the Nooksack river; thence southwesterly along said river to Bellingham Bay; thence due south one (1) mile to Indian Village; thence along the west shore of Bellingham Bay to the south line of Township 38 north, range 1 east; thence due west to the east shore of Lummi Bay; thence northerly along the east shore line of Lummi Bay, Birch Bay, Drayton Harbor, and Semishmoo Bay to the point of commencement.

XI.

By this agreement it is further provided that the connecting point of the lines of the Pacific Company with the lines of the Farmers Company shall be at the first or office pole of the owner of the exchange at Blaine, Custer, Deming, Ferndale, Lynden, Nooksack and Sumas, and

at the exchange limits of Bellingham, Washington; and the parties agree to interchange telephone and telegraph business originating on the lines of one and directed to points on the lines of the other, the charge for telephonic and telegraphic communications passing over the lines of both companies, until otherwise fixed by the Public Service Commission of Washington, to be the tolls of the Pacific Company added to the tolls of the Farmers Company, and each party to collect the entire charge for such messages originating upon its own line or lines of connecting companies.

XII.

By this agreement the Pacific Company agreed to give its assistance in engineering and construction work to the Farmers Company at actual cost, and said agreement still continues.

XIII.

The farms and homes of the complainants lie within the territory above described, allotted to the Farmers Company.

XIV.

To install phones in the residences of the complainants and connect them with the telephone system of the Pacific Company will incur an expense approximating \$1,000.

XV.

To install phones in the residences of the complainants and connect them with the Farmers Company will entail an expense of approximately \$500.

XVI.

In the main there is no appreciable difference between the character of service and the effectiveness thereof furnished by either the Farmers Company or the Pacific Company.

XVII.

For some distance one of the lines of the Farmers Company is in proximity with the power line which results, at times in an imperfect telephone service. This difficulty is to be eliminated by the Farmers Company by transposition.

XVIII.

The Farmers Company is a mutual concern. No one party can hold more shares of stock than he has phones. It is operated by the farmers, and subscribers owning their own phones pay a monthly rate of seventy-five cents for ten party line service, and subscribers not owning their own phones, but having all facilities furnished by the company, pay a monthly rate of \$1.25 for ten party line service.

XIX.

The rate of the Pacific Company for ten party line suburban service is \$1.50 per month, the company furnishing all the facilities.

XX.

From the tolls originating from interexchange messages between the Pacific Company and the Farmers Company, the Farmers Company derives a substantial but not an unreasonable income.

XXI.

Without this income the Farmers Company's revenue would not be sufficient to operate and maintain its system, and neither company is making money.

XXII.

Under the Farmers system there are installed 1800 phones.

XXIII.

In case the homes of the complainants should be connected up with the Farmers telephone system and one of the complainants desired to talk with a person in Bellingham, the toll charge for such a conversation would be 10c.

XXIV.

While this toll charge appears as an element of complaint by the testimony of the complainants, it was not insisted upon as the chief cause of the complainants' demand to be connected with the Pacific Company's system.

XXV.

That the refusal of the Pacific Company to install phones in the homes of the complainants is not a discrimination against the complainants, or any of them and that in case their homes are connected up with the Farmers Mutual Telephone system they will have such telephonic communication as is enjoyed by others in their vicinity, which is reasonably efficient.

XXVI.

The homes of the complainants are closer to the already established lines of the Farmers Company, by which the complainants can be served, than they are to any established lines of the Pacific Company, and are so far distant from the lines of either company that the expense of new poles and the stringing of lead wires is greater than either company would be justified in incurring, and the complainants, in order to have their premises connected with either system, must bear a portion of the expense. They are willing to do so to receive connection with the Pacific Company, but do not desire to do so for connection with the Farmers Company.

XXVII.

That since the agreement entered into for a division of the territory between the Pacific Company and the Farmers Company, the service of each company has improved, and several grounded circuits of the Farmers Company have been changed into metallic circuits, resulting in a higher efficiency.

XXVIII.

That the division of the territory between the Pacific Company and the Farmers Company was not the result of any arbitrary exaction of either company. A controlling factor in the division was the development which up to that time had been made by the respective companies in their telephone systems.

XXIX.

That since the division of the territory between these companies, the agreement between them relative to such division has been kept by each of the parties thereto.

ORDER.

WHEREFORE IT IS ORDERED, That the complaint of G. L. Davall, *et al.*, be, and the same hereby is, dismissed.

No. 4120.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. ANGELES TELEPHONE AND TELEGRAPH COMPANY, *Respondent*.

Complaint relating to telephone rates in Port Angeles, Washington.

The above entitled cause came on for hearing before The Public Service Commission of Washington, at Port Angeles, Washington, on May 17, 1916, pursuant to verbal waiver of notice by the respondent. Commissioner Frank R. Spinning was present and the Commission was represented by Mr. A. E. Boyles, its telephone engineer. Messrs. Geo. Wilhelm, F. L. Thompson and H. F. Bishop, at whose request the above entitled proceeding was instituted by the Commission, appeared in person. After a conference between the Commission, the respondent and the individuals mentioned and consideration of income and operating expenses of respondent as shown by statement prepared by the Commission's engineering department, after examination of respondent's books, said Geo. Wilhelm, F. L. Thompson and H. F. Bishop announced to the Commission that they desired to withdraw their complaint.

WHEREFORE IT IS ORDERED, That the above entitled action be, and is hereby dismissed.

No. 4220.

JOHN W. HANNA ET AL., *Complainants*, v. FARMERS INDEPENDENT TELEPHONE COMPANY, A CORPORATION, *Respondent*.

This cause came on for hearing at Olympia, Washington, on the 26th day of October, 1916, before Chairman E. F. Blaine and Commissioners Arthur A. Lewis and Frank R. Spinning; the complainant was represented by John W. Hanna, attorney; the defendant was represented by R. C. Brennescholtz, its general manager and by Arthur

McGuire, its attorney, at which time evidence was submitted by the respective parties, and after argument of counsel thereon, the hearing was concluded. The Commission being fully advised in the premises, does now make the following

FINDINGS OF FACT

1.

That the above named defendant is a corporation, duly incorporated under the laws of the state of Washington and has its principal place of business at Waterville, Washington, and is engaged in owning and operating telephone lines in Douglas county, Washington, and maintains central offices in the towns of Waterville and Mansfield, Washington.

2.

That the plaintiffs, more than thirty in number, are patrons of the defendant company.

3.

That the town of Waterville, Washington, is a municipal corporation of the fourth class, having a population of over twelve hundred people, and has numerous business houses located therein, and that the town of Mansfield is a municipal corporation of the fourth class having a population of one thousand people and having numerous business houses therein; that the town of Withrow, Washington, is an unincorporated town, having a population of three hundred people and numerous business houses located therein.

4.

That the above named defendant corporation, is the only telephone company owning or operating telephone lines in either or any of said towns, and has full control of the telephone service in said towns.

5.

That the above named corporation, defendant, has refused, and continues to refuse, to build or operate a direct telephone line between the towns of Mansfield, Withrow and Waterville, Washington, altho oft requested so to do by the patrons of said defendant, residing in all of said towns.

6.

That in order for the patrons of said defendant residing in Mansfield, Washington, to have telephone conversation with persons residing in Withrow, Waterville, or any point located west of Waterville, it is necessary that such communication be had through and by way of Coulee City, Washington, and that by reason thereof, unnecessary delay and expense in the transmission of messages is caused.

7.

That in order for persons residing at Withrow or Waterville, to have telephone conversation with anyone residing at Mansfield, it is necessary that such conversation be had by way of Coulee City, Wash-

ington, and that by reason thereof, unnecessary delay and expense is caused in the transmission of such messages.

8.

That the telephone office at Coulee City, Washington, is only open from 7 A. M. until 9 P. M. of each week day, and is not open at all on Sunday, and that by reason thereof, people residing in the towns of Withrow, Waterville or Mansfield, are prevented from having telephone communication between the hours of 9 P. M. and 7 A. M. of each week day, and prevented from having telephone communication at all on Sunday.

9.

That the rate charged for communications by telephone between Mansfield and Waterville, by the above named corporation, defendant, is fifty cents for the first minute and ten cents for each additional minute, and that the same is unreasonable and oppressive.

10.

That the town of Mansfield, is located about thirty-five miles north-east of the town of Waterville, Washington, and that the town of Withrow is on nearly a direct line between the said towns, and that no cause or good reason exists, why a direct telephone line could not be erected, maintained and operated between said towns, and that the business welfare and convenience of the patrons of the defendant corporation, residing in said towns as well as the public convenience, requires that such line be built, operated and maintained by the defendant.

11.

That in open session before the Commission, the following stipulation between the complainants, by their attorney John W. Hanna, the defendant Farmers Independent Telephone Company by R. C. Brennescholtz, its manager and Arthur McGuire, its attorney, and C. E. Hickman, representing the Pacific Telephone & Telegraph Company, which company at the request of the Commission, appeared before the Commission, was entered into, to-wit:

"The defendant company shall build before the 1st day of June, 1917, between Mansfield and Waterville, a metallic circuit No. 12 iron wire; and before the 25th of October, 1917, a line of the same character from Mansfield to Coulee City;

"That after the completion of the line from Mansfield to Waterville, messages originating at Mansfield, for points west of Waterville, shall be delivered to the Pacific Company at Waterville, and for points east of Mansfield shall be delivered to the Pacific Company at Coulee City, by way of the toll line from Mansfield to Coulee City;

"*Provided*, That when the Coulee City exchange is not open to take messages for delivery to the Pacific Company for the east, then in that event the messages shall be routed by way of Waterville, to connect with the Pacific Company, and in that event the rate shall be the same

on the part of the Pacific Company as they now exist, and on the part of the Waterville Company the rate now existing between Mansfield and Coulee City, which is twenty-five cents, and all business originating in Waterville exchange shall be forwarded by way of Pacific States Telephone & Telegraph Company at Waterville east and west, except to Mansfield and on the local line; and it is further understood that the charge between Mansfield and Waterville shall be twenty-five cents for the first minute and ten cents for each additional minute; and that when completed the metallic line from Coulee City to Mansfield shall bear the rate of twenty-five cents the first minute and ten cents for each additional minute."

WHEREFORE, IT IS BY THE COMMISSION ORDERED:

That the defendant company shall build before the 1st day of June, 1917, between Mansfield and Waterville, a metallic circuit No. 12 iron wire; and before the 25th day of October, 1917, a line of the same character from Mansfield to Coulee City.

That after the completion of the line from Mansfield to Waterville, messages originating at Mansfield, for points west of Waterville, shall be delivered to the Pacific Company at Waterville, and for points east of Mansfield shall be delivered to the Pacific Company at Coulee City, by way of the toll line from Mansfield to Coulee City;

Provided, That when the Coulee City exchange is not open to take messages for delivery to the Pacific Company for the east, then in that event the messages shall be routed by way of Waterville, to connect with the Pacific Company, and in that event the rates shall be the same on the part of the Pacific Company as they now exist, and on the part of the Waterville Company, the rate now existing between Mansfield and Coulee City, which is twenty-five cents, and all business originating in Waterville exchange shall be forwarded by way of the Pacific States Telephone & Telegraph Company at Waterville, east and west, except to Mansfield and on the local line; and it is further understood that the charge between Mansfield and Waterville shall be twenty-five cents for the first minute and ten cents for each additional minute; and that when completed, the metallic line from Coulee City to Mansfield shall bear the rate of twenty-five cents for the first minute and ten cents for each additional minute.

No. 4239.

IN THE MATTER OF THE APPLICATION OF THE PACIFIC TELEPHONE & TELEGRAPH COMPANY FOR PERMISSION TO ESTABLISH A TELEPHONE CROSSING SPAN 161 FEET IN LENGTH, EXTENDING OVER AND ACROSS THE NORTHERN PACIFIC RAILWAY COMPANY'S MAIN LINE AND TWO SIDE TRACKS, WHERE SUCH MAIN LINE AND SIDE TRACKS INTERSECT SIXTH STREET IN COULEE CITY, WASHINGTON.

The Pacific Telephone & Telegraph Company having applied to the commission for permission to exceed the maximum length of crossing

span required by subdivision 5 of Rule 36 of an act relating to electrical construction and maintenance and use of electrical wires, apparatus and appliances, being Chapter 130 of the Session Laws of 1913, as amended, altered, changed and supplemented by order of the Public Service Commission of Washington, dated October 14, 1914, entered in Cause No. 1591, by constructing and maintaining a crossing span 161 feet in length, extending over and across the Northern Pacific Railway Company's main track and two side tracks at Sixth Street in Coulee City, Washington, and it appearing to the commission that it is impossible to set an additional pole in such span without providing insufficient clearance between such additional pole and side tracks, etc., and the commission being of the opinion that permission to establish such crossing span should be granted,

It Is ORDERED That permission to establish said telephone crossing span, 161 feet in length at the point hereinbefore described be, and the same hereby is, granted.

No. 4064.

WILLIAM B. FARRER ET AL., *Complainant*, v. ELMA TELEPHONE COMPANY,
Respondent.

ORDER CLOSING PROCEEDING.

No formal complaint having been filed in this proceeding and investigation having disclosed facts showing that the Commission would not be justified in proceeding on its own motion,

It Is ORDERED, That the above entitled proceeding be, and the same hereby is, closed.

DISPOSITION OF CASES AFFECTING DOCKS AND WHARVES.

No. 1964.

E. T. HARRIS AND W. S. HARRIS, CO-PARTNERS DOING BUSINESS UNDER THE NAME AND STYLE OF E. T. HARRIS & SON, *Complainants*, v. MARTIN HEFFNER, *Respondent*.

FINDINGS OF FACT AND ORDER.

This cause came on for hearing before the Public Service Commission of Washington at Bremerton, Washington, on September 17, 1915, before Chairman C. A. Reynolds and Commissioner Frank R. Spinning, complainants being represented by Mr. Vince Faben, their attorney, and respondent being represented by Messrs. Garland & MacLane, his attorneys. Witnesses were sworn and examined and hearings concluded. The Commission having considered the evidence, and, being fully advised in the premises, makes the following:

FINDINGS OF FACT.

I.

At all the times herein mentioned complainants E. T. Harris and W. S. Harris were, and still are, co-partners doing business under the firm name and style of E. T. Harris & Son, and engaged as common carriers in conducting a general launch and passenger business on Port Orchard Bay, in Kitsap County, Washington, and particularly between the cities of Bremerton and Port Orchard.

II.

Respondent Martin Heffner was at all the times herein mentioned, and now is, a resident of Kitsap County, Washington, and engaged as a common carrier in conducting a general launch and passenger business on said Port Orchard Bay, and in competition with complainants in such business.

III.

The city of Bremerton, a municipal corporation, in the month of January, 1914, completed the construction of a municipal dock and wharf and in February, 1914, commenced operation thereof. Such dock and wharf, with the floats hereinafter described, are located at the foot of Front Street in Bremerton, Washington. In constructing said wharf, dock and floats the city of Bremerton extended Front Street by constructing a wooden trestle approximately the full width of the street, extending from the upland into Port Orchard Bay, such bay being a part of Puget Sound in the State of Washington. At the end of the wooden trestle mentioned a wharf was constructed consisting of piling with caps and planking, and upon such wharf an office and warehouse

building was erected. Front Street runs practically north and south, the wharf being constructed at the southern end thereof. Near the eastern end of the wharf two floats were constructed, each connected with the end of said wharf by suitable gangways, with steps for the purpose of providing access to the floats from the wharf in various stages of the tide. The northerly float referred to is devoted to the use of the United States Government for dockage of ship tenders and small boats in the employ of the Government. The city of Bremerton also constructed two floats larger than the floats first described, which were placed end to end and attached to each other, and located with a clearance of about sixteen feet between the north side of the wharf and the south side of the floats. The inshore float was connected with the wooden trestle (which forms the extension of Front Street and connects with the wharf), by a suitable gangway, with steps attached to provide access to such floats from said Front Street extension in various stages of the tide. During nearly all stages of the tide these two floats are accessible by water craft and suitable for dockage purposes on either side thereof. In extremely low tide it is impracticable to dock boats on the northerly side of these floats.

IV.

The lease executed by the city of Bremerton to respondent was dated July 31, 1915, and, among other things, provided that the floats described were leased to respondent for the term of one year from the 1st day of August, 1915, to the 1st day of August, 1916, at the monthly rental or sum of \$70.00; that the lessee shall, at his own cost and expense, keep the floats and approaches thereto in good state of repair during the term of the lease and keep the space between the two floats connected end to end properly safeguarded in such a manner that no person or persons can fall therein or be injured or damaged thereby, and that respondent shall comply with all the laws of the state of Washington and all the ordinances of the city of Bremerton and with the rules and regulations of the Public Service Commission of the state of Washington so far as they shall lawfully apply to the management and control of the premises described and of the business transacted therein or conducted therewith.

V.

At all times during the period when said floats were operated by the city of Bremerton complainants' launches were permitted to dock at either of the two floats which were connected end to end, and the same privilege was extended to respondent's launches, and such floats were used by complainants and respondent during such period without material inconvenience or interference. Respondent assumed control of the floats described about August 1, 1915, and has at all times since assuming control thereof operated and managed said floats for landing steamboats, vessels and other water craft for the purpose of receiving and discharging freight and passengers for the public for hire, and by reason thereof respondent was, and is, engaged in the business of

wharfinger and subject to the provisions of Chapter 117 of the Laws of Washington, 1911, known as the Public Service Commission Law.

VI.

Immediately after assuming control and management of said floats under said lease respondent directed and required complainants to desist from landing their launches, or either of them, at the two floats which are connected end to end, or either of them, and directed and required complainants to land their launches at the smaller float, located immediately east of the north end of said wharf, and persisted therein until August 4, 1915, at which time a temporary restraining order was issued by the Superior Court of the State of Washington for the County of Kitsap, enjoining and restraining respondent from preventing or in any manner interfering with complainants in landing their launches at the two floats connected end to end and connected with Front Street a short distance north of said wharf.

VII.

At Bremerton is located United States Navy Yards and other attractions, and a considerable number of tourists travel from Seattle and other nearby places to Bremerton for the purpose of visiting such Navy Yard and other attractions. Steamboats carrying such tourist travel land at the wharf mentioned and on the southerly side thereof, and passengers discharged from such boats by reason of the physical conditions existing, and the location of structures on said wharf, naturally proceed directly from incoming boats landing at the wharf to Front Street and passing the gangway leading from Front Street to the two floats connected end to end, but not passing in near proximity to the single float operated and managed by respondent, located immediately east of said wharf. During low tide the single float located east of the wharf, which float rises and falls with the tide, is lower than the wharf, and launches docked thereat are inconspicuous and not suitably located for the purpose of participating in the business of transporting such tourists from Bremerton to various points of interest on Port Orchard Bay. By reason of the positions of the floats referred to, the wharf and structures maintained thereon and Front Street and other physical conditions existing at and in the vicinity of such floats, launches landing at the two floats, which are connected end to end which have a gang plank leading directly from Front Street to them, are advantageously situated for the purpose of participating in such business of transporting tourists to points of interest on Port Orchard Bay. Advantageous location for launches engaged in this business carries with it great importance to the operator of such launches, for the reason that practically all of the transit business obtained by such launches consists of the transportation of tourists who are strangers in the vicinity, and therefore uninformed concerning the various available launches.

VIII.

That it is practicable to land complainants' launches as well as respondent's launches at said double float, which is connected directly with Front Street, under proper and reasonable rules and regulations, without material interference or inconvenience to respondent in the management and operation of his launches, or to respondent in the management and operation of said floats, and without material inconvenience to complainants in the management and operation of their launches.

IX.

That respondent's action in requiring complainants to land their launches at the single float located at the east end of the wharf, and in excluding complainants from landing their launches at the double float located north of the wharf and connected directly with Front Street, while permitting respondent to land his launches at the double float, makes and grants to respondent undue and unreasonable preference and advantage, and subjects complainants to undue and unreasonable prejudice and disadvantage.

X.

During the time that the city of Bremerton operated said floats complainants were charged for the privilege of landing at such floats at the rate of \$10.00 per month per launch. Immediately after respondent assumed control and management of said floats under said lease respondent filed his tariff Number One with the Commission, naming rates for wharfage and rates for landing launches, the rates for landing launches being as follows:

Launches landing more than three times per day \$20.00 per month.
Launches landing less than three times per day \$10.00 per month.
Towboats used for towing only, \$5.00 per month.
Landing special launches whenever desired, \$20.00 per month.
Landing special launches, under ten passengers, 50 cents each.
Landing special launches, over ten passengers, \$1.00 each.
Excursion or picnic landings, \$1.00 each.

XI.

Complainants challenge the rates for landing launches, and allege that such rates are excessively high, unreasonable, prohibitive, and will give respondent an unfair advantage over his competitors in conducting the launch business from such floats. There are five launches making landings at said float, two of which are operated by respondent, and two are operated by complainants. Respondent is required under said lease to pay the city of Bremerton a rental of \$70.00 per month for the three floats referred to, and is required to keep such floats and the approaches thereto in a good state of repair during the term of the lease, that is one year from August 1, 1915. Respondent has practically no capital invested in said floats, and is not required to bear the burden of depreciation. The floats were constructed new about nineteen months prior to the time respondent assumed control thereof. The cost of

maintenance during the year following the date upon which respondent assumed control of the floats is almost negligible. Although respondent testified in a general way that the maintenance of the floats would cost him \$15.00 per month, he did not show that he had paid out anything for maintenance since assuming control of the floats, and did not attempt to show any particular items of repair made in the past, or which would be required in the future. It appears from respondent's testimony that he is about to erect a building on the double float for office and storage purposes, and to provide sleeping quarters for one of his employees. The use of a building on the floats for office purposes in connection with the business of managing and operating his launches is of considerable value. The Commission has not found rates for dockage of launches charged by any other wharf or dock on Puget Sound, or at any other point within the Commission's jurisdiction, which are as high or nearly as high as the rates named in respondent's tariff. There is no occasion for employing an attendant for such floats in so far as the business of landing launches is concerned, an attendant being necessary, if at all, only for purposes in connection with wharfage of freight. The rates charged by the city of Bremerton during the nineteen months in which the city operated said floats are not unusually low. On the contrary, such rates are as high as is charged by any other dock or wharf in the state for landing or dockage of launches. The rates named in respondent's tariff for landing of launches are unjust, unfair, unreasonable and excessive, and more than the patrons can reasonably afford to pay; that a rate of \$10.00 per month for regular landing of launches is a just, fair, reasonable and sufficient rate; for landing special launches of under ten passengers a rate of 25 cents for each landing, and for landing special launches of over 10 passengers a rate of 50 cents for each landing, are just, fair, reasonable and sufficient rates.

No. 1964.

E. T. HARRIS AND W. S. HARRIS, CO-PARTNERS DOING BUSINESS UNDER THE NAME AND STYLE OF E. T. HARRIS & SON, *Complainants*, v. MARTIN HEFFNER, *Respondent*.

ORDER.

The Commission having made and entered findings of fact in the above entitled proceeding, from which findings of fact it appears that the launch operated by complainants is engaged in carrying passengers only and the Commission being of the opinion that the Public Service Commission law of Washington does not authorize the Commission to regulate the service or rates of docks or wharves in connection with the landing of launches operated for the transportation of persons exclusively, submitted such question to the Attorney General of Washington, the legal advisor of the Commission, and the Attorney General advised the Commission as follows:

"You have asked us to advise you whether or not the Public Service Commission has jurisdiction over docks or wharves used for the docking of launches which carry passengers only, and whether or not the Commission has authority to regulate the rates for dockage of vessels which carry passengers only.

"The term 'dock' or 'wharf,' when used in this act, includes any and all structures at which any steamboat, vessel or other water craft lands for the purpose of receiving or discharging freight from or for the public, together with any building or warehouse used for storing such freight for the public for hire." (Section 8, chapter 117, Laws 1911.)

"The term 'wharfinger' or 'warehouseman,' when used in this act, includes every corporation, company, association, joint stock association, partnership and person, their lessees, trustees or receivers appointed by any court whatsoever, operating or managing any dock, wharf or structure where steamboats, vessels or other water craft land for the purpose of discharging freight for the public, and where such freight is received on such dock, wharf or structure for the public for hire within this state." (Section 8, chapter 117, Laws 1911.)

It will be observed that these definitions include only structures at which steamboats or water craft land for the purpose of receiving or discharging *freight*.

Article V, chapter 117, laws of 1911, being the article relative to wharfinger and warehousemen, refers only to the handling of property.

You are therefore advised that the Public Service Commission is not authorized to regulate the charges made by docks for launches which carry passengers only, and that the Commission does not have jurisdiction over docks and wharves used exclusively by boats handling passengers only."

THEREFORE, It appearing that the Commission is without jurisdiction to require respondent to desist from the discriminatory practices described in the Commission's findings, or to regulate the rates charged by respondent for landing of passenger launches;

IT IS ORDERED, That the above entitled proceeding be and the same hereby is dismissed.

ORDERS WAIVING STATUTORY NOTICE.

The following orders were entered by the Commisison on petition of the utilities, permitting new tariffs to become effective immediately, instead of effective after thirty days' notice.

No. 2527.

Maple Falls Telephone Company. To publish rates for telegraph service in addition to telephone rates.

No. 2528.

Lummi Navigation Company. To publish winter schedule of passenger fares, Bellingham to Village Point, Lummi Island and way landings.

No. 2531.

Puget Sound Electric Railway. To publish reduction in passenger fares between Tacoma and stations on the Puyallup line, Ardena, Firwood, Cedarhurst, Berryton, Puyallup and Meeker.

No. 2532.

Pacific Northwest Traction Company. To publish additional freight rates; also absorption of switching charges of Northern Pacific and Great Northern Railway Companies on freight Seattle to Ballard, on carload freight, Ballard to Everett.

No. 2537.

Cancelled.

No. 2542.

Denied.

No. 2549.

Frank Waterhouse & Company. Reduction in rate on box shooks, Anacortes to Seattle or Tacoma.

No. 2553.

Puget Sound Navigation Company. Reduction in passenger rates, Seattle to San Juan Island points.

No. 2554.

Puget Sound Navigation Company. Reduction in passenger fare on steamer "Sloux" between Seattle and Port Townsend.

No. 2555.

Pacific Telephone & Telegraph Company. To publish toll rates on newly constructed line between Edmonds and Seattle giving direct toll connection to Richmond Beach and eliminating "other line" charge.

No. 2564.

Inter-Island Navigation Company. Reduction in freight and passenger rates to meet competition of Kingston Transportation Company.

No. 2565.

Northern Pacific Railway Company. To publish reduction in rate on sand and gravel Sedro Woolley to Norlum.

No. 2566.

Seattle Lighting Company. To publish tariff giving additional time for securing discount.

No. 2567.

Northern Pacific Railway Company. Reduction in rate on ore, carloads, Seattle to Dennys.

No. 2568.

Chicago, Milwaukee & St. Paul Railway Company. To publish switching rate on logs between track connections of White River Lumber Company and loading dock at Enumclaw.

No. 2569.

Olympia Light & Power Company. Reduction in residence lighting rates.

No. 2570.

Great Northern Railway Company. Reduction in rate on logs, Springdale to Deer Park.

No. 2571.

Northern Pacific Railway Company. Reduction in rate on common clay, Chehalis to Aberdeen, Hoquiam, Cosmopolis and South Aberdeen.

No. 2572.

Oregon-Washington Railroad & Navigation Company. Reduction in rate on clay, carloads, Chehalis to Hoquiam.

No. 2573.

Northern Pacific Railway Company. Reduction in rate on locomotives and machinery between Sedro Woolley and Whitemarsh.

No. 2574.

Dalles-Columbia Line. To publish change in zone of certain stations in order to absorb cartage at Wallula.

No. 2575.

Independent Electric Company. Reduction in power rates at Castle Rock, Winlock, Vader, Napavine, Woodland and Toledo.

No. 2576.

Washington Western Railway Company. Reduction in rate on lumber other than cedar from Harnett to Woodruff.

No. 2577.

Great Northern Railway Company. Reduction in rate on cement, Concrete to Olympia; and on forest products Olympia via Oregon-Washington Railroad & Navigation Company and Great Northern Railway Company.

No. 2578.

Ridgefield Light & Power Company. Reduction in lighting rates.

No. 2579.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on alder lumber, Morton to Tacoma.

No. 2580.

Chicago, Milwaukee, & St. Paul Railway Company. Switching rate between Larson and Bellingham.

No. 2581.

Northern Pacific Railway Company. Switching charge at Spokane from Grote-Rankin Warehouse (Bernard street) to Powell-Sanders Warehouse (Wall street).

No. 2582.

Northern Pacific Railway Company. Reduction in rate on common clay, carloads, from clay bed at Big Six to brick plant at Big Six.

No. 2583.

Northern Pacific Railway Company. Reduction in rate on common clay, carloads, Big Six to Seattle and Auburn.

No. 2584.

Northern Pacific Railway Company. Reduction in rate on common clay, carloads, Seattle to Auburn and Tacoma.

No. 2585.

Northern Pacific Railway Company. Reduction in rate on logs, Kerriston to Tacoma and Seattle.

No. 2586.

Seattle, Renton & Southern Railway Company. Reduction in rate on sand and gravel and coal from points on said line to a point south of Buffalo Station.

No. 2587.

Chicago, Milwaukee & St. Paul Railway Company. To publish correction of minimum weight issued in error.

No. 2588.

Northern Pacific Railway Company. Reduction in rate on hard wood, rough, carloads, Sumas to Tacoma.

No. 2589.

Olympia Light & Power Company. To publish new tariff correcting typographical error, but not changing rates in effect.

No. 2590.

Maple Falls Telephone Company. To publish rules and regulations regarding deposits.

No. 2591.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on fuel oil in tank cars, Seattle to Bayside and Port Angeles.

No. 2592.

Tacoma Gas Company. Reduction in rate on basis of quantity used.

No. 2593.

Washington Western Railway Company. Reduction in rate on scrap iron, old machinery, old rails, etc.

No. 2594.

Great Northern Railway Company. Reduction in rate on saw logs, Index to Everett.

No. 2595.

Great Northern Railway Company. Reduction in rate on saw logs, from spur one mile west of Sedro Woolley to Sedro Woolley.

No. 2596.

Great Northern Railway Company. Reduction in rate on saw logs Bacus to Snohomish.

No. 2597.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on high explosives, powder, etc., carloads, Seattle to Earles.

No. 2598.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on fish oil and whale oil, Port Townsend and Port Angeles to Seattle.

No. 2599.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on logs and piling, Stillwater to Everett.

No. 2600.

Northern Pacific Railway Company. Reduction in rate on moulding sand, Hoquiam to Seattle.

No. 2601.

Oregon-Washington Railroad & Navigation Company. Reduction in rate on sand, carloads, Hoquiam to Seattle.

No. 2602.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on moulding sand, Aberdeen and Hoquiam to Seattle.

No. 2603.

Chicago, Milwaukee & St. Paul Railway Company. To publish absorption of switching charges of the Milwaukee Terminal Railway Company by the Tacoma Eastern Railroad at Tacoma on all carload traffic originating on Tacoma Eastern Railroad for delivery on Commerce street tracks of Milwaukee Terminal Railway.

No. 2604.

Puget Sound Traction, Light & Power Company. To publish optional lighting rates for hotels.

No. 2605.

Washington Water Power Company. Reduction in metered service and water heating rate in Colfax, Elberton and Belmont.

No. 2606.

Northern Pacific Railway Company. Reduction in rate on wood pulp, Zahler to Everett.

No. 2607.

Northern Pacific Railway Company. To publish change in coal tariff by including Ballard, Fremont, Interbay, Seattle, Terry Avenue, and University.

No. 2608.

Northern Pacific Railway Company. Reduction in rate on logs, carloads, Juno and Blagen to McCleary.

No. 2609.

Northern Pacific Railway Company. Reduction in rate on saw logs, Morgood to Bellingham.

No. 2610.

Arlington Dock Company. To publish dockage rate on hemp.

No. 2611.

A. G. Rouse. Rates for emergency service between Ballard and Seattle on vessels "Glenn," "Belle," "Mary Frances," "May B 2" and "Diamond B."

No. 2612.

Northern Pacific Railway Company. Reduction in rate on pig iron, carloads, South Tacoma to Everett.

No. 2613.

Tacoma Gas Company. Reduction in rates on gas in Pierce county, Washington.

No. 2614.

Tacoma Eastern Railroad Company. To publish reduction in rate on logs from all stations on said line to Tacoma.

No. 2615.

Great Northern Railway Company. To publish reduction in rate on sand and gravel, Fort Wright to Hillyard.

No. 2616.

Great Northern Railway Company. To publish reduction in rates on poultry food and stock food from Everett and Bellingham to become effective on same date as from other distributing points.

No. 2617.

Oregon-Washington Railroad & Navigation Company. To publish reduction in class rates between Olympia and stations on lines of said company in Washington.

No. 2618.

Northern Pacific Railway Company. To publish reduction in class rates between Olympia and Chehalis and Centralia.

No. 2619.

Northern Pacific Railway Company. Reduction in rate on logs from Bunker and Littell to Hoquiam.

No. 2620.

Northern Pacific Railway Company. To publish reduction in rate on calf meal and poultry food to become effective from Everett and Bellingham on the same date as from other distributive centers.

No. 2621.

Idaho & Montana Power Company. To publish reduction in cooking rate, also add rate for tank water heating.

No. 2622.

Willapa Electric Company. To publish reduction in rates for residence and commercial lighting; also for temporary or non-contract service.

No. 2623.

Northern Pacific Railway Company. To publish reduction in rate on rails, iron or steel, and fastenings, carload, Satsop to Juno.

No. 2624.

Puget Sound Traction, Light & Power Company. To publish reduction in rate on sand and gravel from Drummond Spur to points on Green Lake line, Seattle.

No. 2625.

Oregon-Washington Railroad & Navigation Company. To publish correction in rate applying on logs other than hardwood as issued in previous tariff.

No. 2626.

Thurston County Railway Company. To publish restoration of rates published in tariff No. 1, same being a reduction.

No. 2627.

Northern Pacific Railway Company. To publish reduction in rates on liquid fruit spray in tank cars from North Yakima to points in Washington east of Teanaway, Washington.

No. 2628.

Chicago, Milwaukee & St. Paul Railway Company. To publish reduction in switching rate on lumber, timbers, shingles, slabwood and millwood from Bloedell-Donovan Lumber Company plant at Larson and Bellingham Bay plant and industries, team tracks and connections within yard limits of the Bellingham Bay & Northern Railway.

No. 2629.

Pacific Northwest Traction Company. To publish reduction in rates on lumber and timbers to apply as proportional switching charge on shipments destined to points on the Great Northern Railway, Leavenworth and west thereof.

No. 2630.

Northern Pacific Railway Company. To publish switching rate on carload freight from point of connection with the Chicago, Milwaukee & St. Paul Railway at Tacoma to warehouse of Balfour-Guthrie & Company or Kerr-Gifford & Company.

No. 2631.

Chicago, Milwaukee & St. Paul Railway Company. To publish reduction in rates on petroleum and its products from Seattle and Tacoma to Hanford.

No. 2632.

Great Northern Railway Company. To publish emergency switching rate on grain, carloads, from Wenatchee Milling Company warehouse to Wenatchee Mill, on account of settling of warehouse.

No. 2633.

Pacific Northwest Traction Company. To publish reduction in rate on logs, carloads, M. & R. Siding to Steam Road transfer at Lowell.

No. 2634.

Northern Pacific Railway Company. To publish reduction in rate on butter, butterine and oleomargerine, carloads, Kalama to Tacoma.

No. 2635.

Puget Sound & Willapa Harbor Railway Company. To publish tariff establishing distance rates on logs between stations on said company's line.

No. 2636.

Great Northern Railway Company. To publish reduction in rates on butter, butterine and oleomargarine, Kalama to Seattle and Tacoma.

No. 2637.

Puget Sound Electric Railway. To publish reduction in express rate on moving picture films in fire proof boxes between Seattle and Tacoma.

No. 2638.

Chicago, Milwaukee & St. Paul Railway Company. To publish switching rate between connection with the Pacific Northwest Traction Company and industries located within the yard limits of Chicago, Milwaukee & St. Paul Railway Company, Everett.

No. 2639.

Chicago, Milwaukee & St. Paul Railway Company. To publish reduction in rates on shingle bolts, carloads, Clear Cedar Shingle Company's spur (near Independence) to Helsing Junction.

No. 2640.

Northern Pacific Railway. To publish reduction in rates on lumber between Tacoma, Wash., and Sixth Avenue, Wash.

No. 2641.

Puget Sound & Willapa Harbor Railway Company. To publish new minima on logs.

No. 2642.

Oregon-Washington Railroad & Navigation Company. To publish new tariff reinstating old rules *re* demurrage charges.

No. 2643.

Northern Pacific Railway Company. To publish rate on new spur to Darrington.

No. 2644.

North Coast Power Company. To publish reduction in passenger fares, and express weights and rates between all stations on said company's line designated as the Twin City Division.

No. 2645.

Northern Pacific Railway Company. To publish an increased demurrage charge to be collected after expiration of free time allowed for unloading, to secure more prompt release of equipment.

No. 2646.

Great Northern Railway Company. To publish certain demurrage rules as effective on Washington state traffic.

No. 2647.

Chicago, Milwaukee & St. Paul Railway Company. To publish certain increases in demurrage charges on account of car shortage.

No. 2648.

Northern Pacific Railway Company. To publish reduction in rate on sand and gravel, Irvin to Ritzville.

No. 2649.

Northern Pacific Railway Company. To publish reduction in rate on sand and gravel, Marshall to Palouse.

No. 2650.

Northern Pacific Railway Company. To publish switching rate on carload freight from point of connection with Chicago, Milwaukee & St. Paul Railway at Tacoma to warehouse of Northern Grain & Warehouse Company at Tacoma.

No. 2651.

Seattle, Port Angeles & Western Railway Company. To publish switching rate on traffic, carloads, when loaded on equipment of Little River Logging Company, between all points within yard limits at Port Angeles or Bayside, and connection with Little River Logging Company tracks; also rate on locomotives on own wheels not under steam.

No. 2652.

Northern Pacific Railway Company. To publish reduction in rate on green fruit Grandview and Prosser to Puyallup, Sumner and Olympia; also empty lug boxes from latter points and Seattle to Grandview and Prosser.

No. 2653.

Spokane International Railway Company. To publish reduction in rate on brick, carloads, Spokane to Millwood.

No. 2654.

Pacific Northwest Traction Company. To publish reduction in rates on cement, Steam Road Transfer at Lowell to Beverley Park, Silver Lake and Martha Lake.

No. 2654½.

Chicago, Milwaukee & St. Paul Railway Company. To publish reduction in rates on logs, Tanwax Junction to Gregory.

No. 2655.

Tacoma Railway & Power Company. To publish reduction in rate on brick, carloads, Puyallup Avenue Yards to points on K street line, Tacoma.

No. 2656.

Puget Sound Electric Railway. To publish reduction in rate on sewer pipe, carloads, Tacoma to Martha Lake and Silver Lake.

No. 2657.

Olympia Gas Company. To publish a uniform reduction in rates.

No. 2658.

Oregon-Washington Railroad & Navigation Company. To publish rate on logs, Winlock to Tono.

No. 2659.

Great Northern Railway Company. To publish reduction in rate on logs, Concrete to Anacortes.

No. 2660.

Puget Sound Traction, Light & Power Company. To publish reduction in rate on sand and gravel, Drummonds Spur to end of South Park line.

No. 2661.

Pacific Northwest Traction Company. To publish reduction in rate on oil, carloads, Bellingham to Mt. Vernon.

No. 2662.

Kingston Transportation Company. To publish tariff naming freight rates between Seattle and Bremerton, Charleston or Port Orchard.

No. 2663.

Kingston Transportation Company. To publish passenger rates between Seattle and Bremerton, Charleston or Port Orchard identical with those in force by the Navy Yard Route.

No. 2664.

Northern Pacific Railway Company. To publish switching rate on lumber from points within yard limits of Spokane of said company to White Pine Sash Company's plant at Spokane.

No. 2665.

Arlington Dock Company. To publish reduction in rate on heavy weights, crated or otherwise, single or double decked in box cars received from rail lines under through billing.

No. 2666.

Granite Falls Electric Company. To publish reduction in resident rates.

No. 2667.

Northern Pacific Railway Company. To publish reduction in rate on logs, carloads, Delvan to Bellingham.

No. 2668.

Northern Pacific Railway Company. To publish reduction in rate on ore, carloads, Denny to Tacoma.

No. 2669.

Northern Pacific Railway Company. To publish reduction in rate on sand and gravel, Wallula to Walla Walla.

No. 2670.

Pacific Northwest Traction Company (Northern Division). To publish a reduction in chartered car rate.

No. 2671.

Northern Pacific Railway Company. To publish reduced switching rate on carload freight to effect storage of export freight and so secure release of equipment.

No. 2672.

Chicago, Milwaukee & St. Paul Railway Company. To publish reduction in rate on vinegar, in tank cars, carloads, Sumner to Spokane.

No. 2673.

Kingston Transportation Company. To publish new passenger rates covering Seattle to Washington Veterans' Home and Manette (from Bremerton via steamer "Swan.")

No. 2674.

Northern Pacific Railway Company. To publish milling in transit rate reduction on grain originating in eastern Washington destined to Enumclaw, Palmer Junction and Kanasket, when milled at Tacoma or Seattle.

No. 2675.

Oregon-Washington Railroad & Navigation Co. To publish rate on gravel, carloads, Gravel Pit (Chehalis Co.) to Primo.

No. 2676.

Northern Pacific Railway Company. To publish reduction in rate on green fruit (other than apples) in bulk, in sacks or orchard boxes, from Grandview and Prosser to Seattle and Tacoma.

No. 2677.

Northern Pacific Railway Company. To publish reduction in rate on vinegar, in tank cars, Sumner to Spokane.

No. 2678.

Northern Pacific Railway Company. To publish reduction in rate on cider, carloads, North Yakima to Aberdeen and Hoquiam.

No. 2679.

Northern Pacific Railway Company. To publish supplement No. 3-A of tariff 91-C to expedite movement of shingle bolts from Bryant, Washington.

No. 2680.

Northern Pacific Railway Company. To publish reduction in rate on second hand rails, Buckley to Puyallup River, Washington.

No. 2681.

Northern Pacific Railway Company. To publish reduction in rate for camp outfit moving from Hazel to Oso, Washington.

No. 2682.

Northern Pacific Railway Company. To publish reduction in rate on logs moving to Elk, Wash., from various specified stations.

No. 2683.

Northern Pacific Railway Company. To publish reduction in rate on lumber, carloads, Davenport to various specified stations.

No. 2684.

Northern Pacific Railway Company. To publish reduction in switching rate on logs, carloads, from Lake Riley Logging Spur to Lake Riley Mill at Hazel, Washington.

No. 2685.

Northern Pacific Railway Company. To publish reduction in rates on dredging outfits, including pontoons, etc., from Kelso and Vancouver to Tacoma and Seattle.

No. 2686.

Northern Express Company. To publish carload rate on fruit and vegetables, Walla Walla to Vancouver.

No. 2687.

Great Northern Railway Company. To publish reduction on logs, from Briscoe Spur to Lyman, Washington.

No. 2688.

Oregon-Washington Railroad & Navigation Company. To publish reduction in rate on logs, carloads, Winlock to Aberdeen, Hoquiam and Cosmopolis.

No. 2689.

Northern Pacific Railway Company. To publish reduction in switching rate, carload, from Sperry Flour Company's warehouse to their mill at Creston, Washington.

No. 2690.

Oregon-Washington Railroad & Navigation Company. To publish reduction in rate on pontoons, carloads, from Vancouver to Tacoma, Washington.

No. 2691.

Northern Pacific Railway Company. To publish reduction in rate on pontoons, carloads, from Vancouver to Tacoma, Washington.

No. 2692.

Chicago, Milwaukee & St. Paul Railway Company. To restore diversion charges on grain, grain products, hay, straw, potatoes and onions as per Supplement No. 15-B to G. F. D. No. 11140-B.

No. 2693.

The Washington Water Power Company. To publish a reduction in electric lighting and cooking rates, Spokane, Washington.

No. 2694.

Northern Pacific Railway Company. To publish reduction in rate on logs from Winlock to Aberdeen, Hoquiam, Cosmopolis and South Aberdeen, Washington.

No. 2695.

Chicago, Milwaukee & St. Paul Railway Company. To publish reduction in rate on piling from Stillwater to Snoqualmie Falls Lumber Company spur near Snoqualmie, Washington.

No. 2696.

Washington Route, Incorporated. To publish reduction in passenger rates between Seattle and South Beach, Washington.

No. 2697.

Spokane, Portland & Seattle Railway. To publish a reduction in the rate on fruit and vegetables from Longview to Spokane.

No. 2698.

Great Northern Railway Company. To publish reduction in the rate on dredging outfit, including pontoons, pipe and lumber, carload, from Vancouver to Tacoma and Seattle.

No. 2699.

Puget Sound Electric Railway. To publish reduction in the rate on riprap (coarse rock), carloads, from Quarry to track connection with Northern Pacific Railway at Georgetown.

No. 2700.

Puget Sound Traction, Light & Power Company. To publish reduction in rate on sand and gravel, carloads, Drummonds Spur to 63d Avenue (Alki line), West Seattle.

No. 2701.

Newaukum Valley Railroad Company. To establish new tariff on account of newly constructed railroad.

No. 2702.

Northern Pacific Railway Company. To publish reduction in rate on berry crates and berry boxes from Puyallup to Woodland.

No. 2703.

Great Northern Railway Company. To publish reduction in rate on berry crates, berry boxes and egg case material, from Puyallup to Woodland.

No. 2704.

Florida Land Company. To establish new rate for water used in mixing concrete for road work at Beverly Park, in Snohomish County.

No. 2705.

Rouse Launch & Towing Company. To establish new passenger rates from Seattle to certain specified ports of call.

No. 2706.

Oregon-Washington Railroad & Navigation Company. To establish new rate on logs, carload, from Primo to Preachers Slough, Aberdeen, Hoquiam, South Aberdeen and Cosmopolis.

No. 2707.

Puget Sound & Willapa Harbor Railway Company. To publish a reduction in rate on gravel, carloads, from Gibbons to Burt.

No. 2708.

Oregon-Washington Railroad & Navigation Company. To publish reduction in rate on sand, carloads, from Spokane to Fairfield.

No. 2709.

Puget Sound Electric Railway. To publish reduction in rate on paving brick, carloads, from Renton to Kent.

No. 2710.

Northern Pacific Railway Company. To publish reduction in rate on cider and vinegar, carloads, from North Yakima to Spokane.

No. 2711.

Oregon-Washington Railroad & Navigation Company. To publish reduction in rate on cider and vinegar, carloads, from North Yakima to Spokane.

No. 2712.

Alki Point Transportation Company. To establish passenger rates between certain specified Puget Sound ports.

No. 2713.

Chicago, Milwaukee & St. Paul Railway Company. To publish reduction in rate on logs, carloads, from Snoqualmie Falls Lumber Company's spur (near Snoqualmie) to Riverview and Everett.

No. 2714.

Dodwell Dock & Warehouse Company, Incorporated. To publish certain increased wharfage rates, Seattle, due to strike conditions. Emergency.

No. 2715.

Seattle, Port Angeles & Western Railway. To establish new passenger rates from Seattle to certain specified points to meet increase in all water rates applying to said points.

No. 2716.

Great Northern Railway Company. To publish reduction in rates on green fruit, other than apples, carloads, from Wenatchee and Malaga to Seattle, and empty lug boxes, returned, Seattle to Malaga and Wenatchee.

No. 2717.

Northern Pacific Railway Company. To publish reduction in rates on fresh fruit and vegetables in lots of one ton or more from North Yakima, Mellis, Granger and Grandview to Kennewick.

No. 2718.

Northern Pacific Railway Company. To publish reduction in rates on logs in lots of ten or more cars, Napavine to McCormick.

No. 2719.

Puget Sound Electric Railway. To publish reduction in switching rate on brick, sand, gravel, clay and cinders between track connection with Northern Pacific Railway Company and plant of the Denny Renton Clay and Coal Company at Renton.

No. 2720.

Great Northern Railway Company. To publish reduction in rate on sand and gravel, carloads, from Fort Wright to Morse.

No. 2721.

Great Northern Railway Company. To publish reduction in rates on wood, cord and mill, carloads, Birdsvlew to Anacortes, Burlington, Mt. Vernon and Sedro Woolley.

No. 2722.

Oregon-Washington Railroad & Navigation Company. To make rates on logs, carloads, as set out in Item 325, Supplement No. 27, applicable on less than fifteen car lots when handled at company's convenience.

No. 2723.

Chicago, Milwaukee & St. Paul Railway Company. To publish reduction in rates on logs, carloads, Foran to Hoquiam.

No. 2724.

Oregon-Washington Railroad & Navigation Company. To establish a new rate on logs, carloads, from Winlock to Centralla.

No. 2725.

Northern Pacific Railway Company. To publish reduction in rate on logs, carloads, from Doe to Stearnsville.

No. 2726.

Northern Pacific Railway Company. To publish rate on logs, Delvan to Bellingham, in trainload lots of 20 or more cars. Rate to include delivery at both Bellingham and Larson log dumps.

No. 2727.

Northern Pacific Railway Company. To publish reduction in rate on logs in trainload lots of 20 or more cars, Winlock to Aberdeen and Hoquiam.

No. 2728.

Northern Pacific Railway Company. To publish reduction in rate on rails, carloads, Bryant to Pilchuck.

No. 2729.

Arlington Dock Company. To publish new wharfage tariff No. 4. Emergency.

No. 2730.

Oregon-Washington Railroad & Navigation Company. To publish new rate on logs, carloads, Galvin to Chehalis.

No. 2731.

Northern Pacific Railway Company. To publish reduction in rate on fuel wood, carloads, Enumclaw to Walla Walla.

No. 2732.

Pacific Northwest Traction Company. To publish reduction in rate on sand and gravel, carloads, in foreign cars, Ballard to Martha Lake, Silver Lake and Beverly Park.

No. 2733.

Northern Pacific Railway Company. To publish reduction in rate on logs, carloads, from Easton to Cle Elum, Ellensburg, Bristol and Thorp.

No. 2734.

Northern Pacific Railway Company. To publish reduction in rate on box shooks, Dishmans to Moxee City, Naches, Welkle, Harrah.

No. 2735.

Spokane, Portland & Seattle Railway Company. To publish reduction in rate on prunes and apricots, carloads, Granddalles to North Yakima and Grandview (via Pasco).

No. 2736.

Wells Fargo & Company Express. To publish reduction in rate on fruit, carloads, between Hanford and White Bluffs and Seattle.

No. 2737.

Northern Pacific Railway Company. To publish reduction in rate on slab wood, carloads, Montesano to Juno.

No. 2738.

Northern Pacific Railway Company. To publish reduction in rate on wooden water pipe, carloads, from Seattle to Tacoma, to apply as proportional rate on shipments destined beyond Tacoma.

No. 2739.

Great Northern Railway Company. To publish reduction in rates on sand and gravel, carloads, Fort Wright to various specified stations.

No. 2740.

Northern Pacific Railway Company. To publish reduction in rate on wooden water pipe from Chehalis, Centralla, Everett, Olympia, Tacoma and Seattle to Spokane, Farmington, Garfield and Colfax, in order to equalize rate of Great Northern Railway Company.

No. 2741.

Northern Pacific Railway Company. To publish reduction in rate on lumber camp outfit, Hazel to Oso.

No. 2742.

Great Northern Railway Company. To publish new summer tourist round trip fares from stations in Washington to Stehekin, at the head of Lake Chelan.

No. 2743.

Great Northern Railway Company. To publish reduction in rates on cement, Concrete to Snohomish, Woodinville and Falls City.

No. 2744.

Tacoma Railway & Power Company. To publish reduction in rates on sand and gravel, carloads, from Northern Pacific transfer at South Tacoma to asylum, Stellacoom.

No. 2745.

Chicago, Milwaukee & St. Paul Railway Company. To publish switching rate on all traffic from St. Paul & Tacoma Lumber Company, Dempsey Lumber Company, Washington Manufacturing Company and connections with the Northern Pacific Railway, Oregon-Washington Railroad & Navigation Company, Tacoma Eastern Railroad, to Hylebos Creek landing, Tacoma.

No. 2746.

Milwaukee Terminal Railway Company. Switching charge on all freight, carloads, between Hylebos Creek landing (Tacoma) and industries on Front street track of the Milwaukee Terminal Railway, Tacoma.

No. 2747.

Kennewick Valley Telephone Company. Reduction in toll rates to conform with those of the Pacific Telephone & Telegraph Company.

No. 2748.

Great Northern Railway Company. Reduction in rate on slab wood, carloads, Blaine to Ferndale.

No. 2749.

Great Northern Railway Company. Reduction in rate on logs, carloads, Concrete to Birdsvew and Burlington.

No. 2750.

Chicago, Milwaukee & St. Paul Railway Company. Reduction in rate on shale, carloads, Sand Creek spur to Metaline Falls.

No. 2751.

Northern Pacific Railway Company. Reduction in rate on logs, Lebam to McCormick, in ten car lots.

No. 2752.

Northern Pacific Railway Company. Reduction in rate on logs from Oso to Everett, in twenty car lots.

No. 2753.

Albert M. Darling, launch "Lester D." Reduction in campers' passenger rates.

No. 2754.

Pacific Northwest Traction Company. To publish reduction in class and commodity rates applying between Bellingham and Clear Lake.

No. 2755.

Spokane, Portland & Seattle Railway Company. To publish reduction in rates on dried prunes from Knapps and Felida to Ellsworth.

No. 2756.

Northern Pacific Railway Company. To publish reduction in rate on coal from Roslyn and points taking same rate to specified stations on the Walla Walla Valley Railway.

No. 2757.

Great Northern Railway Company. To publish reduction in rates on dried prunes from Felida and Knapps to Ellsworth.

No. 2758.

Great Northern Railway Company. To publish reduction in rate on logs, carloads, from High Rock and O'Neil McGowan spur to Tolt.

No. 2759.

Puget Sound Electric Railway. To publish reduction in rate on paving brick, carloads, from Renton to points on county spur connecting with South Park line at Carleton avenue and Myrtle street, Seattle.

No. 2760.

Puget Sound Traction, Light & Power Company. To publish reduction in switching rate on cement and contractors' outfits between the Oregon-Washington Railroad & Navigation Company connection at Twelfth avenue south and Bailey street and points on county spur, Carleton avenue and Myrtle street, Seattle.

No. 2761.

Chicago, Milwaukee & St. Paul Railway Company. To publish reduction in class rates to meet reductions in rates at common points as published by the Oregon-Washington Railroad & Navigation Company.

No. 2762.

Northern Pacific Railway Company. To publish reduction in rate on fruit and vegetables in lots of two thousand pounds or more, Weikle to North Yakima, for consolidation and reshipment.

No. 2763.

Northern Pacific Railway Company. To publish reduction in rate on logs in ten car lots, Pacific to Aberdeen.

No. 2764.

Pacific Northwest Traction Company. To publish reduction in rate on sand and gravel, foreign cars, from steam road transfer at Lowell to Beverly Park and Silver Lake.

No. 2765.

Oregon-Washington Railroad & Navigation Company. To publish reduction in rate on sand and gravel, from gravel pit (Chehalis county) to Helsing Junction.

No. 2766.

Northern Pacific Railway Company. To publish a reduction in rate on fuel oil from Seattle to Snoqualmie and North Bend, duplicating competitive rate.

No. 2767.

Seattle, Port Angeles & Western Railway Company. To publish reduction in rate on logs, Reeveton to Carlsborg.

No. 2768.

Seattle, Port Angeles & Western Railway Company. To publish reduction in rate on logs, carloads, Reeveton to Port Angeles.

No. 2769.

Chicago, Milwaukee & St. Paul Railway Company. To publish reduction in rate on wood bolts, Quilcene to Seattle.

No. 2770.

Great Northern Railway Company. To publish excursion fares, Tacoma, etc., to Chehalis and Centralia, account of Southwest Washington fair.

No. 2771.

Farmers' Mutual Telephone Company. General order to be made later covering telephone rates, etc.

No. 2772.

Northern Pacific Railway Company. To publish reduction in rate on logs, carloads, Wrenwood to Kenmore.

No. 2773.

Pacific Northwest Traction Company. To publish reduction in passenger fares applicable to school children, between all stations on Northern Division (line between Bellingham and Sedro Woolley and Mt. Vernon).

No. 2774.

Oregon-Washington Railroad & Navigation Company. To publish reduction in rate on water, carloads, Tekoa to Darknell.

No. 2775.

Northern Pacific Railway Company. To publish a reduction in the rate on fuel wood from Mendota to Tacoma.

No. 2776.

Northern Pacific Railway Company. To publish reduction in rate on grain, flour and mill feed, and articles taking same rates, from Fort Simcoe branch points to various specified stations, in order to preserve same arbitraries over Tacoma to other groups as previously in effect.

No. 2777.

Northern Pacific Railway Company. To publish reduction in rate on oats to Tacoma and South Tacoma from specified stations on the Pacific Northwest Traction Company line.

No. 2778.

Great Northern Railway Company. To publish reduction in rate on fresh fruit from various specified stations to Spokane to permit immediate movement.

No. 2779.

Puget Sound & Cascade Railway Company. To establish a line of class and commodity rates from Seattle and Everett to stations on the Puget Sound & Cascade Railway.

No. 2780.

Cancelled.

No. 2781.

Great Northern Railway Company. To publish reduction in rate on oats, carloads, Burlington to Tacoma.

No. 2782.

Northern Pacific Railway Company. To publish reduction in rate on cement, carloads, Irvin to Spokane.

No. 2783.

Great Northern Railway Company. To publish reduction in rate on cement, carloads, Concrete to Wayne.

No. 2784.

E. A. Ehricke, gas freighter "Vaughn." To publish rate on general merchandise, Tacoma to Bremerton. New schedule.

No. 2785.

Great Northern Railway Company. To publish switching rate on all carload freight between industries on Great Northern Railway tracks and track connection with Puget Sound & Cascade Railway.

No. 2786.

Northern Pacific Railway Company. To publish reduction in rate on coal tar in tank cars from Fremont to Quendall, and creosote oil in tank cars, Quendall to Seattle.

No. 2787.

Northern Pacific Railway Company. To publish reduction in rate on logs, ten car lots or more, from Wrenwood to Fremont.

No. 2788.

Great Northern Railway Company. To publish reduction in rate on cull apples to Seattle and Tacoma from specified eastern Washington stations.

No. 2789.

Northern Pacific Railway Company. To publish reduction in rate on lumber, carloads, between Everett and Snoqualmie Falls and Snoqualmie, to equalize rate of competitor.

No. 2790.

Pacific Northwest Traction Company. To publish switching rate on carload freight from track connection with Puget Sound and Cascade Railway to industries on the line of Pacific Northwest Traction Company at Mount Vernon, applying both directions.

No. 2791.

Pacific Northwest Traction Company. To publish reduction in freight rates on lumber, lath and shingles, carloads, between Clear Lake and Mount Vernon, in connection with the Puget Sound & Cascade Railway, on account of opening of new line.

No. 2792.

Puget Sound Electric Railway. To publish reduction in rate on cement, carloads, from track connection with Northern Pacific Railway at Georgetown to the Meadows.

No. 2793.

Great Northern Railway Company. To publish switching rate Northport carload traffic.

No. 2794.

Great Northern Railway Company. To publish reduction in rate on sand and gravel from Fort Wright to Spokane, when company at its convenience furnishes Roger ballast cars.

No. 2795.

Great Northern Railway Company. To publish through rate on cull apples, carloads, from Wenatchee and Malaga to Olympia.

No. 2797.

Puget Sound Electric Railway. To publish reduction in rate on potatoes from Black River to Renton.

No. 2798.

Great Northern Railway Company. To publish reduction in rate on logs, carloads, Rockport to Sedro Woolley.

No. 2799.

Northern Pacific Railway Company. To publish reduction in rate on cull apples, from Zillah and Toppenish to Chehalis.

No. 2800.

Northern Pacific Railway Company. Reduction in rate on crushed rock and gravel, Centralia to Lebam.

No. 2801.

Great Northern Railway Company. To publish reduction in rate on logs, carloads, Heybrook spur to Everett.

No. 2802.

Northern Pacific Railway Company. To publish reduction in rate on cull apples, from Four Lakes to Spokane.

No. 2803.

Great Northern Railway Company. To publish reduction in rate on cull apples, Wenatchee to Chehalis.

No. 2804.

Oregon-Washington Railroad & Navigation Company. To publish reduction in rate on cull apples, Tacoma to Olympia.

No. 2805.

Northern Pacific Railway Company. To publish reduction in rate on logs, Tulker to Hartford, Washington.

No. 2806.

Northern Pacific Railway Company. To publish reduction in rate on sand and gravel, Irvin to Ritzville, Washington.

No. 2807.

Oregon-Washington Railroad & Navigation Company. Reduction in rate on cull apples from Touchet, Dayton and Waitsburg to Walla Walla, Washington.

No. 2808.

Great Northern Railway Company. To publish reduction in rate on cull apples, Deer Park, Denison and Davies spur to Spokane, Washington.

No. 2809.

Northern Pacific Railway Company. To publish storing in transit rate, North Yakima and Toppenish, on potatoes originating at White Swan, Grandview or intermediate points when destined to any points within a specified territory.

No. 2810.

Chicago, Milwaukee & St. Paul Railway Company. To publish tariff providing same arrangement for absorption of switching charges at Durham, Washington, as now applicable in connection with traffic to and from Selleck and Palmer, Washington.

No. 2811.

Northern Pacific Railway Company. To publish reduction in rate on cull apples, carloads, Kennewick to Olympia, Washington.

No. 2812.

Chicago, Milwaukee & St. Paul Railway Company. To publish reduction in rate on logs from Morton and West Fork to Chicago, Milwaukee & St. Paul Railway Company log dump at Tacoma, Washington.

No. 2814.

Kitsap County Transportation Company. To publish special commutation rate between Keyport and points in Liberty Bay, Washington.

No. 2815.

Olympia-Tacoma Navigation Company. To publish reduction in passenger rates on Olympia-Tacoma run.

No. 2817.

Pacific Northwest Traction Company. To publish reduction in lighting rate for town of Mount Vernon, Washington.

No. 2818.

Northern Pacific Railway Company. To publish reduction in rate on logs, Hole and McMurray to Everett, Washington.

REFUNDS.

Orders permitting refunds were issued as follows:

No. 1489.

Seattle, Port Angeles & Western Railway Company. Order authorizing protection of forty cent per ton rate on gravel, carloads, from Morse Creek gravel pit to Majestic, Washington.

No. 1490.

Chicago, Milwaukee & St. Paul Railway Company. Order to protect a rate of four and one-half cents on barley sprouts, carloads, moving between Seattle and Sumner, certain specified dates.

No. 1491.

Puget Sound & Willapa Harbor Railway Company. Order to protect rate of \$1.00 per thousand feet logs in ordinary flat cars, and \$1.05 per thousand feet, when shipped in cars equipped with patent bunks, moving between certain specified dates.

No. 1492.

Oregon, Washington Railroad & Navigation Company. Order authorizing refund on shipment of green fruit, moving from Boone to North Yakima, Washington, between certain specified dates.

No. 1493.

Tacoma Eastern Railroad Company, the Milwaukee Terminal Railway Company, and the Chicago, Milwaukee & St. Paul Railway Company. To waive collection of switching charges on the Commerce street tracks of the Milwaukee Terminal Railway Company in Tacoma, covering products of the Far West Clay Company moving between July 31, 1913, and January 19, 1916.

No. 1494.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing refund on shipment of logging engines, rails and fastenings, in connection with the Seattle, Port Angeles & Western Railway Company, moving from Earles to Seattle, between Nov. 1, 1915, and Jan. 30, 1916.

No. 1495.

Washington Western Railway Company. Order authorizing refund on shipment of scrap iron from O. K. spur to Machias, moving November 26 and November 30, 1916.

No. 1496.

Chicago, Milwaukee & St. Paul Railway Company, Bellingham & Northern Railway Company, Puget Sound & Willapa Harbor Railway Company. Order authorizing waiver of the long and short haul clause of the statute in the publication of short line distance rates between Foran, West Adna, Willapa and Raymond and stations located in the line of the Chicago, Milwaukee & St. Paul Railway and the Bellingham & Northern Railway, common with the Northern Pacific Railway.

No. 1497.

Great Northern Railway Company and Northern Pacific Railway Company. Order authorizing protection of actual weight, on account of car being loaded to full visible capacity, on certain shipment of fence posts moving from Orting to Douglas, on or about October 2, 1913.

No. 1498.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing protection of rate of 4½ cents on alder lumber moving from Morton to Tacoma, between November 1, 1915, and December 19, 1915.

No. 1499.

Spokane, Portland & Seattle Railway Company. Order authorizing protection of actual weight on two cars of paper moving from Camas to Walla Walla, covered by one bill of lading, issued at Camas, December 7, 1915.

No. 2000.

Frank Waterhouse & Co., Inc. Order for authority to protect a rate of \$1.50 per ton on box shooks, from Anacortes to Seattle and Tacoma, moving subsequent to November 5, 1915.

No. 2001.

Tacoma Eastern Railroad Company, Chicago, Milwaukee & Puget Sound Railway Company, and Chicago, Milwaukee & St. Paul Railway Company. Order authorizing waiver of collection for switching charges on logs, carloads, from track connection of the Tacoma Eastern Railway to St. Paul & Tacoma Lumber Company's log dump in Tacoma, between the dates October 14, 1910, and February 14, 1916.

No. 2002.

Tacoma Eastern Railroad Company, Chicago, Milwaukee & Puget Sound Railway Company, and Chicago, Milwaukee & St. Paul Railway Company. Order authorizing refund of all charges collected by them for shipments moving from certain specified stations on Tacoma Eastern Railroad and its branches to Tacoma, in excess of rate set out in Tacoma Eastern Railroad Company tariff G. F. D. No. 76.

No. 2003.

Great Northern Railway Company. Order to refund 12 cents per 100 pounds on certain carload of codfish moving Anacortes to Spokane, June 12, 1915.

No. 2004.

Northern Pacific Railway Company. Order authorizing protection of rate of 8 cents per 100 pounds on building tile, from Tacoma to Norlum, moving between November 15, 1915, and December 1, 1915.

No. 2005.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing relief of agent at Tacoma of outstanding charge of \$4.25, representing switching charge of Northern Pacific Railway Company for delivery of a certain carload of brick at Tacoma originating at Taylor.

No. 2006.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing protection of actual weight on a certain carload of lumber covered by Helsing Junction to Tacoma, September 14, 1915, waybill 21, Illinois Central car 85967.

No. 2007.

Great Northern Railway Company. Order directing refund of drayage charge, Seattle to Argo, on account of non-delivery of certain shipment of flour moving from Wenatchee to Argo.

No. 2008.

Oregon-Washington Railroad & Navigation Company. Order authorizing protection of barrel rate on vinegar handled in tank cars, Sumner to Tacoma, between the dates of January 10, 1916, and March 25, 1916.

No. 2009.

Great Northern Railway Company. Order authorizing refund of certain passenger fares collected in excess of the fare charged by said Great Northern Railway Company direct, by reason of having to detour on account of various snow blockades.

No. 2010.

Oregon-Washington Railroad & Navigation Company. Order authorizing refund of all charges assessed on carload freight switched from or to the Northern Pacific Railway Company at Olympia, from January 1 to February 11, 1916.

No. 2011.

Northern Pacific Railway Company. Order protecting rate of 8 cents per cord on pulp wood, Zahler to Lowell, moving between dates of November 1, 1915, and January 22, 1916.

No. 2012.

Northern Pacific Railway Company. Order to refund one cent per 100 pounds on a certain carload of grain moving Tacoma to Enumclaw, March 14, 1916, to meet shorter mileage of competitive road.

No. 2013.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing protection of actual weight on certain shipment of lime, Sumas to Seattle, account of inability of railway company to furnish car of sufficient capacity to load to minimum provided in tariff.

No. 2014.

Oregon-Washington Railroad & Navigation Company. Order authorizing protection of actual weight on certain shipments of stone, Tenino to Aberdeen, moving between June 21, 1915, and December 31, 1915.

No. 2015.

Northern Pacific Railway Company. Order authorizing protection of rate of 25 cents per 100 pounds on cereals in carload lots moving from Spokane to Walla Walla, between January 15, 1916, and April 1, 1916.

No. 2016.

Northern Pacific Railway Company. Order authorizing protection of rate of \$1.00 per thousand feet on logs in carload lots of ten cars from Aker's spur to Vancouver, moving between the dates of March 24 and April 7, 1915.

No. 2017.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing protection of minimum provided on small cars, larger car being furnished at company's convenience, on a certain shipment of lumber covered by Helsing Junction to Tacoma, April 2, 1915, waybill No. 3.

No. 2018.

Oregon-Washington Railroad & Navigation Company. Order authorizing protection of rate of 5 cents per 100 pounds on prunes, moving Flint to North Yakima, subsequent to August 22, 1915, and prior to April 1, 1916.

No. 2019.

Northern Pacific Railway Company. Order authorizing protection of 17 cent rate per 100 pounds on shipment of oats, Fallons to Rosalia and Kahlotus, moving February 3 and 15, respectively.

No. 2020.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing protection of 47 cent rate on certain shipment of household goods, Everett to Tanwax Junction, on account of failure of agent to call shipper's attention to necessity for declaring a valuation of \$10.00 per 100 pounds.

No. 2021.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing refund of certain Northern Pacific Railway Company switching charges on coal in carload lots, Coal Creek to Tacoma, moving between the dates of March 8, 1910, and June 30, 1913, inclusive.

No. 2022.

Oregon-Washington Railroad & Navigation Company. Order authorizing protection of rate of \$1.25 per 1,000 feet on logs, Tenino to Chehalis, between May 20 and July 30, 1916.

No. 2023.

Northern Pacific Railway Company. Order authorizing protection of 80 cent rate per cord on certain shipment of pulp wood, Lochloy to Lowell, moving November 29, 1915.

No. 2024.

Wells Fargo & Company Express. Order to authorize protection of 50 cent rate per 100 pounds on fruit, carloads, moving between Hanford and White Bluffs and Seattle, between the dates of August 11 and August 17, 1916.

No. 2025.

Northern Pacific Railway Company. Order authorizing refund of charges collected in error on logs, carloads, Easton to Cle Elum and Easton, Bristol and Thorp to Ellensburg, moving between the dates of July 27, 1914, and July 27, 1915, inclusive.

No. 2026.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing protection of a rate of 50 cents per 100 pounds on a shipment of household goods, not released, moving Cle Elum to Renton, covered by Cle Elum to Renton, September 4, 1915, waybill No. 6.

No. 2027.

Great Northern Railway Company. Order authorizing protection of rate of 11 cents per 100 pounds on locomotives, on their own wheels, moving from Renton to Vancouver.

No. 2028.

Northern Pacific Railway Company. Order authorizing protection of 6 cent rate per 100 pounds on a donkey engine moving from gravel pit on the Centralia Eastern Railroad to Forans on the Northern Pacific Railway.

No. 2029.

Chicago, Milwaukee & St. Paul Railway Company. Order authorizing protection of actual weight on a certain carload of lumber moving from Everett to Seattle, February 11, 1916, account of failure of shipper to make notation, "Small car ordered and large car furnished at company's convenience."

REPORT OF SAFETY INSPECTORS.

OLYMPIA, WASHINGTON, November 11, 1916.

To the Public Service Commission of Washington, Olympia, Wn.

DEAR SIRs: We submit herewith a brief report of the duties performed by the inspectors of tracks, safety appliances and electrical construction and maintenance for the Public Service Commission from November 1, 1915, to November 1, 1916.

The inspectors traveled during the year in covering their work, approximately 24,000 miles and have retained the same good relations with those with whom it was necessary for them to come in contact and have been met in the same spirit of cooperation by both officers and employes of the different public service corporations as in previous years. Although last winter and spring were very severe ones on the railroads, due to the unusual weather conditions, the track at this time is in good condition throughout the state. The equipment also has been maintained at a high standard and defects in safety appliances kept down to a minimum, although the record in this last particular is not up to that of last year, as will be noted by the comparative statement shown below.

Of the numerous accidents which occurred throughout the state during the year, the detailed records of the investigations of which have been filed with the Commission, the inspectors wish to especially refer to the following more serious ones:

On December 1, 1915, C., M. & St. P. train No. 533 was derailed near Freeman, caused by a broken rail and killed a brakeman.

On December 6, 1915, G. N. train No. 44 was struck by a falling boulder near Columbia, killing an employee.

On January 4, 1916, at a point about four miles from Port Townsend, on the Port Townsend and Puget Sound Railway, a head-on collision occurred between an extra freight train and a construction train, due to faulty operation and killing an employee.

On January 22, 1916, G. N. train No. 25 was struck by a snow slide at Corea and taken over the embankment with a loss of eight lives. Other slides occurred in this district during the winter, but without fatal consequences to those on trains.

On January 25, 1916, C., M. & St. P. passenger trains Nos. 18 and second 17 met head-on near Lind, which was caused by faulty operation, killing an employee.

On January 28, 1916, at Port Angeles log dump on Seattle, Pt. Angeles & Western Ry. an engineer was killed by collapse of trestle, due to teredoos eating piling.

On February 20, 1916, N. P. trains Nos. 42 and 2, at the time running as second and third Nos. 4 over the tracks of the S., P. & S.,

had a rear end collision at South Cheney, caused by faulty operation, killing five persons and injuring others.

On April 11, 1916, O.-W. R. & Nav. Co.'s switch engine backed into street car of the Puget Sound Traction, Light & Power Co. at Spokane avenue, Seattle, killing one passenger and injuring 25 others.

On August 2, 1916, on Seattle, Renton & Southern Railway three freight cars ran away from switching crew at Buffalo station and collided with a passenger car, due to faulty operation, injuring several people.

On August 7, 1916, G. N. passenger train No. 43 was derailed at east switch of Leavenworth yard, due to faulty operation, killing one person.

On October 3, 1916, P. S. E. train No. 20 was derailed at Willow Junction, due to faulty operation, injuring 32 persons.

Of the recommendations made by the Commission to better safeguard the lives of the public and employees, the inspectors find following adopted:

The G. N. Ry. Co. has practically completed construction of approximately 19,000 feet of snow sheds and tunnels in the mountain passes as a protection in case of slides.

The C., M. & St. P Co. has under construction an electric block system from Beverly to Marengo, a distance of 97 miles and from Manito to Plummer Junction, a distance of 20 miles. When this work is completed the main line of the C., M. & St. P. Ry. through the state of Washington will be entirely equipped with automatic signals.

The S., P. & S. Ry. Co. has agreed to install automatic semaphores at certain dangerous points on its line, the first to be taken care of, to be its tunnel districts, and it is hoped that this work will be pushed as rapidly as possible.

The N. P. Ry. Co. has under consideration the extension of its automatic block system from Pasco to Cheney, which, when completed, will complete the equipment of its entire main line through the state with this valuable safeguard.

Also some manner of block system is under advisement on some of the branch lines where traffic is heavy, notably the Grays Harbor branch.

The Port Townsend & Puget Sound Railway has installed a telephone system over part of its line to be used in train operation and this line and the Seattle, Renton & Southern have established more complete operating rules, which it is believed will better safeguard the movement of trains.

The large trunk lines also have moved towards greater uniformity of transportation rules, the most notable change being adoption by the C., M. & St. P. Ry. Co. of the standard code which will go into effect in the near future.

The N. P. Ry. Co. has built a board walk for the trainmen through the Stampede tunnel.

In addition to the accidents referred to above, the inspectors have, during the year, investigated a large number of accidents, particular references to which appear in another part of this volume.

In view of the experience gained from observation during the last year the inspectors respectfully submit for the consideration of the commission the following recommendations in the interest of public safety:

To comply with the requirements of section 66, chapter 117 of the Laws of 1911, creating the Public Service Commission, the adoption by the state of the federal standard of safety appliances for cars and engines as approved by the Interstate Commerce Commission. This would not only cover the question of safety for the state but would place any state road that might eventually wish to engage in the handling of interstate commerce, in a position to do so without change or additional expense.

As a number of rail carriers are operating gas driven motor cars of different sizes and designs and this service is sure to increase to compete with motor busses and as there is no standard of safety appliances covering this class of equipment operated, we recommend that the commission hold a hearing for the purpose of establishing a standard to cover both appliances and operations for this class of service.

We recommend that board walks be placed on one side of the railroad bridges and trestles to enable trainmen to pass along the side of trains with greater safety, in case such trains may stop on bridges.

We recommend a law fixing a standard side clearance of 5½ feet on sidings and 6 feet on main line tracks within this state. The inspectors believe that the railway officers themselves would welcome such legislation, giving them a reasonable time to comply, as this would place them all on an equal footing, in establishing loading spurs and soliciting business.

The reports of the representatives of the electric companies of the state of Washington on November 1, 1916, show that from 30 per cent to 40 per cent of the old work has been made to comply with the state electric code.

There has been very little new construction within the state during the past 18 months owing to the advanced price of copper. A list of violations as found by your inspectors is hereto attached:

LIST OF VIOLATIONS OF ELECTRICAL CONSTRUCTION RULES DETECTED.

<i>Rule No.</i>	<i>Number of times violated</i>
1	19
2	1
8	32
9	3
10	1
11	12
12	3
36	7
Total.....	78

In all instances correct installations were made by companies when attention was called to the violations.

Number of cars inspected, 15,405. Defects noted as follows:

Couplers out of contour.....	1
Knuckle pins broken.....	24
Lock block broken, coupler inoperative.....	64
Uncoupling levers missing.....	1
Uncoupling chains kinked.....	10
Uncoupling chains broken.....	10
Couplers low	3
Couplers high	3
Ladders missing	2
End hand holds bent.....	20
Sill steps bent.....	8
Sill steps not sufficient clearance.....	5
Grab irons missing.....	5
Grab irons bent.....	114
Hand brakes inoperative.....	10
Air brakes cut out.....	15
Air brakes not operating.....	20
Release rods missing.....	15
Angle cock handles broken.....	5
Train pipes loose.....	3
Running board defective.....	4
Sharp flanges	1
Old air	17

ENGINE DEFECTS NOTED.

Sharp flanges driver.....	11
Sharp flanges engine trucks.....	2
Sharp flanges tank.....	2
Coupler low	4
Driving brake inoperative.....	1
Excessive piston travel.....	2
Broken frame on tank truck.....	1
Leaky piston rod packing.....	57
Leaky valve stem packing.....	25
Hand rail missing.....	1
Hand rails improperly located.....	7

INSPECTED.

1915			
<i>Cars</i>	<i>Engines</i>	<i>Total defects</i>	<i>Sw. blocks mis'g</i>
19,755	1,965	681	24
1916			
<i>Cars</i>	<i>Engines</i>	<i>Total defects</i>	<i>Sw. blocks mis'g</i>
15,405	1,763	473	51

Respectfully submitted,
J. F. REARDAN,
Chief Inspector
T. S. McEACHRAN,
Assistant.

DISPOSITION OF CASES INVOLVING ACCIDENTS OR WRECKS ON RAILWAYS OR OTHER PUBLIC UTILITIES.

FORMAL INVESTIGATIONS.

No. 4219.

In the Matter of the Demand of C. D. Cunningham for Inspection of Records and Files of the Commission relating to Accident on the Northern Pacific Railway at Centralia, Washington, May 21, 1916, resulting in death of R. M. Loomis; Accident on Willapa Harbor and Puget Sound Railway at Doty, Washington, July 22, 1916, resulting in death of C. E. Ward; also, Accident on Northern Pacific Railway at Centralia, Washington, June 5, 1916, resulting in injury to John Boyer.

The above entitled matter, coming on to be heard the 29th day of August, 1916, at Olympia, before Commissioners Blaine, Lewis and Spinning; Mr. C. D. Cunningham filing a written brief and the Commission having heard the argument of counsel, Mr. Korte representing the Chicago, Milwaukee & St. Paul Railway Company, Mr. Quick representing the Northern Pacific Railway Company and Mr. Cochran representing the Oregon-Washington Railroad & Navigation Company, and the Commission having received their written briefs and being fully advised in the premises renders the following opinion, namely: C. D. Cunningham, of Centralia, on behalf of the interested parties in the above entitled matters demands that he, as attorney for the said parties, be allowed an inspection of the records and files in the office of The Public Service Commission, especially that part of the record which pertains to the death of R. M. Loomis killed while in the employ of the Northern Pacific Railway Company, at Centralia on the 25th day of May, 1916; also the death of one C. E. Ward killed at Doty, Washington, while in the employ of the Puget Sound and Willapa Harbor Railway Company on the 22d day of July, 1916; also an injury to one John Boyer injured in the yard at Centralia on the 5th day of July, 1916, while in the employ of the Northern Pacific Railway Company. The files in the office of The Public Service Commission show as follows:

T. S. McEachran, Assistant Track Inspector, under date of June 1st, 1916, made report of an informal investigation of said accident without fixing responsibility for same. Said report is accompanied by copies of the unsworn statements of the following parties (all of whom were employees of the railway company and such statements were

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made by such employees to said railway company and such copies were furnished the Commission by such railway company), namely: W. T. Dorham, engineer, No. 2130, extra west; E. L. Phillips, fireman, engine No. 2130, extra west; R. A. Larned, conductor, train No. 2130; A. V. Rossi, switching brakeman on No. 2130, extra west; S. W. Henzell, switchman, Centraalia yard; John Craisy, engineer on switch engine No. 1089; Albert Driscoll, fireman, switch engine No. 1089; T. D. Jay, foreman, switch engine No. 1089; S. M. Carey, switchman with engine 1089; E. F. Avadinger, brakeman, No. 2130, extra west; V. D. Sherman, head brakeman, extra, 2130.

The question that confronts the Commission is what construction must be given to a paragraph which forms a part of Section 6 of The Public Service Act of Washington, Chapter 117, Laws of 1911, which paragraph is as follows:

"All proceedings of the Commission and all documents and records in its possession shall be public records."

It is probable that this paragraph should be read in conjunction with the provisions found in Section 63 of the same act. By Section 63 "every public service company is required to give immediate notice to the Commission of every accident resulting in death or injury to any person occurring on its lines, plant or system. Such notice shall not be admitted as evidence or used *for any purpose* against such public service company giving such notice in any suit or action for damages, growing out of any matter mentioned in such notice."

We are of the opinion that the notice or its contents should not be used even in preparing for trial. We do not believe that it is a proceeding of the Commission, a document, or a record.

Bouvier's Law Dictionary, Vol. 1, page 912, defines the word document as follows:

"The deeds, agreements, title papers, letters, receipts and other written instruments *used to prove a fact*," (Citing *Hazard v. Durant*, 12 R. I. 99).

In the case of *Colnon v. Orr, Treasurer, etc.*, 11 Pac 814 (Cal.), the plaintiff sought to inspect a "writing filed by one Miss L. M. Jones with the board of directors of the Stockton Insane Asylum, in which the character and conduct of one W. T. Browne, the medical superintendent of the asylum, was assailed."

The Court said:

"It is not every written charge made to a board of supervisors, a board of directors or trustees of a college, or other state institution, which, upon being filed in the office of their secretary, or treasurer, or custodian of their records, becomes thereby a public record, to which any citizen may have access at pleasure. To declare such to be the law would be to say that any communication aspersing the character of a public officer, being received by the board of directors, to which he is amenable, and filed with the custodian of their records, would thereby become a public record and be open to the idle curiosity of any

and all persons. In this way the most honorable of men might be attacked, and each individual of the whole public be permitted to inspect the document containing such attack without having the slightest beneficial interest in the matter, and actuated by no other motive than to repeat what might or might not be a slander, all over the community. Such a paper, *in the absence of a positive statute making it a part of the public records*, and as such to be examined by all persons whatsoever at their pleasure, within the office hours of the officer to whose charge it has been confided by a board of directors of a public institution, *should not be declared a part of the public records.*"

From the foregoing definitions of the word "document" we conclude that a document is a writing or inscription of such character as to make it admissible as evidence. If such is true, the notice provided for by the statute, and what appertains to it, by the statute itself cannot be used as evidence. Therefore, the notice, and what appertains to it, is not a document.

The statements secured by the Commission's track inspector are not evidence and cannot be used to prove any fact other than the fact that such statements were made to the railway company by its employees.

The statements of employees of the railway companies which have been furnished the Commission are confidential communications, passing from employee to employer. They are furnished to the Commission by the employer to enable the Commission to determine whether there exists any reason for the Commission to make a *formal* investigation of the accident, at which formal investigation, if held, witnesses would be sworn and competent evidence secured to enable the Commission or its inspector conducting such examination, to fix the responsibility for the accident.

These statements merely constitute an amplification of the notice of accident required by statute. They advise the Commission of the details, although they are not evidence of the facts.

The Commission, realizing that it is impracticable for the railway companies to set out in the notice of accident required by statute all the details which should be considered by the Commission in determining whether or not a formal hearing should be held, and if so what witnesses should be subpoenaed, has frequently requested the railway companies to furnish copies of statements relating to accidents and made by employees of the railway companies to their respective claim departments.

The Commission has always considered these statements as a part of the notice of accident and believes that they should be so treated and entitled to the same protection, under Section 63 of the Public Service Commission Law, as is the notice of an accident therein provided for. If it be held that such statements should not be treated as a part of the notice of accident and therefore not entitled to the protection of Section 63 of the act, the Commission will, of necessity,

in future cases, have to forego the benefit of these statements, when determining whether a given accident is one which should be investigated by means of a formal hearing, and rely on an amplified notice of the accident prepared by some employee of the public service company who will place his own construction on the statements of the employees and embody in such amplified notice his conclusions concerning the various details of the accident. Section 63 provides that such notice of accident "shall not be admitted as evidence or used for any purpose against such public service company giving such notice in any suit or action for damages growing out of any matter mentioned in such notice."

Manifestly the sole object of Mr. Cunningham in attempting to secure these statements is to *use them for some purpose against the public service company* furnishing same to the Commission.

The statute provides that "such notice" (which we believe includes any amended notice or additional detail requested by the Commission and furnished by a public service company, whether in the form of a letter or copies of statements from employees) "shall not be admitted as evidence or used for any purpose against such public service company."

The context should not be overlooked, when the interpretation is sought. By section 63, the Commission is authorized and directed to investigate all accidents on the lines of common carriers resulting in loss of life to any passenger or employee and may investigate all accidents. Notice of the investigation must be given to the public service company affected that it may participate in the hearing. Witnesses may be examined and the Commission is to fix the responsibility for the accident. The investigation may be conducted by a track inspector or a deputy and a report made by him. There is nothing in the statute that shows or tends to show that the injured or his representative is to take part in the investigation. There is nothing in the statute to show whether the hearing is to be public or private. Unquestionably the injured if living might be called as a witness and it is probable he would be allowed at any hearing, but under no circumstances should he be permitted to take part in it or direct it. The primary object of the investigation is to fix the responsibility that something of a general benefit may be procured for the public. Every inducement should be put forth that the public service company, its agents and employees may lay all the facts bare that the fault if any may be corrected. It is only in confidence that all the details concerning the accident will be forthcoming. We believe that the case of *Cully v. Northern Pacific Railway*, 35 Wash. 241, is applicable to the present controversy. See also Federal case No. 2,719, *In re Cincinnati Inquirer*; *Weber v. Townley*, 5 N. W. (Mich.) 971; *Brewer v. Watson*, 61 Ala. 310; *Massachusetts Mutual Life Insurance Company v. Board of Trustees of Michigan Asylum for the Insane*, 144 N. W. 538.

When the Commission, the track inspector or deputy has found the ultimate facts in formal report and has fixed the responsibility for the accident, then and not till then should the public have access to the report. While evidentiary matter is being sought or considered by the Commission, an inspector or deputy it should not be thrown open to the public. If the Commission at all stages of the investigation is compelled to lay all matters open to public inspection, its plans to procure the best and most effective evidence fixing responsibility could be frustrated, to the detriment if not the destruction of the object of the statute.

In view of the foregoing, we believe it would be contrary to public policy, as well as to rights of the railways mentioned in the caption to permit an inspection of an informal report of track inspector McEachran, or the statements of railway employees, concerning the accident resulting in the death of R. M. Loomis. As to the accident resulting in the death of C. E. Ward, this matter was reported by telegraph by the Superintendent of the Puget Sound and Willapa Harbor Railway Company under date of July 22, 1916, and J. F. Reardan, Track Inspector, was directed by the Commission to investigate the same, no report having yet been filed. As to the accident to John Boyer, there is no record in this office concerning the same.

The demand of C. E. Cunningham is respectfully refused.

No. 4230.

In re investigation of accident on Puget Sound Electric Railway at Willow Junction on October 3d, 1916, resulting in derailment of passenger train No. 20 and injury to passengers.

FINDINGS AND RECOMMENDATIONS.

This cause came on for hearing before The Public Service Commission of Washington at Tacoma on the 5th day of October, 1916, there being present Chairman E. F. Blaine, Commissioners A. A. Lewis and Frank R. Spinning, Assistant Track Inspector T. S. McEachran and Official Reporter L. B. Kaler. The defendant, the Puget Sound Electric Railway Company, was represented by G. W. Rounds, General Superintendent, O. C. Mathis, Superintendent of Transportation and H. G. Winsor, Claim Agent.

The following witnesses were sworn and examined: B. J. Nelson, C. A. Baldwin, M. U. Lewin, Luther Ellis, J. W. Case, K. I. Hunt, W. E. Bowman, U. Curtit, C. G. Hansen, J. W. Keatley, O. C. Mathes.

In addition to the testimony taken by the Commission, the Commission has a copy of the statement of the employees of the company made in the course of investigation of said wreck which in the main coincides with the testimony which the Commission has taken.

We find that train No. 243 of the Puget Sound Electric Railway Company in charge of Motorman C. G. Hanson and Conductor J. W. Keatley passed Willow Junction at 4:35 o'clock p. m., October 3, 1916. When this train came from Puyallup to Willow Junction the conductor found the switch lined and locked with the main track of the railway. This was its normal condition and in accordance with the rules of the company. Conductor Keatley unlocked the switch and lined and locked it with the Puyallup Short Line and train No. 243 passed to the main line. After train 243 passed to the main line, Conductor Keatley failed to line the switch and lock it with the main line, but left it open to the Puyallup Short Line. Train No. 243 after reaching the main line ran to Tacoma passing the Bay street station and siding at the Puyallup yards. Train No. 20 of the Puget Sound Electric Railway left the Tacoma terminus of said railway at 4:35 p. m., October 3d, in charge of Conductor K. I. Hunt, Motorman J. W. Case and Collector W. E. Bowman and passed train No. 243 at the Puyallup yards and reached the Bay street station at 4:49 o'clock p. m., and at that point Motorman Case observed that block No. 22 was at danger or red. Using the phone at the Bay street stop, Conductor Hunt called up the train dispatcher of the railway, B. J. Nelson, for orders and received order No. 12 which is as follows:

Train Order No. 12

Superintendent's Office, October 3, 1916.

To Conductor and Motorman Train No. 20, at Bay Street:

Disregard block signals Bay street to Willow Junction. Rule 5.

O. C. Mathis, Superintendent.

Made complete at 4:50 p. m.

Hunt, Conductor.

This order was written down by the conductor and delivered by him to Motorman Case in the presence of Collector Bowman and it is not disputed.

Rule 5 and the rule referred to are as follows:

RULE 5.

The motorman of a train entering a block as provided by Block Signal Rules 4-a and 4-b, or on a disregard order from dispatcher, will be held responsible in case of an accident caused by overtaking a preceding train, an open switch, or obstructed or visibly broken track, and for keeping proper distance behind flag.

RULE 4.

When a train is stopped by a block signal it will be governed as follows:

(a) On double track if a "caution" or "clear" signal is not displayed, and if unable to communicate with the train dispatcher, train will wait two minutes and then proceed at a speed not to exceed ten (10) miles per hour to the next signal expecting to find the block oc-

cupied, a switch open, or the track broken or otherwise obstructed; if on arrival at the next signal in advance a "caution" or "clear" signal is not displayed, train will stop and then proceed as before to the next block and repeat the operation until a "caution" or "clear" signal is displayed. In foggy weather train must be operated so it can be stopped within length of vision.

(b) On single track if a "caution" or "clear" signal is not displayed, conductor will call train dispatcher immediately and if unable to communicate with him, will protect rear end of train as per rules 99 and 100, (crew of only two men will protect rear by using double set of torpedoes and fusees) and then proceed to the next signal and unless there is a clear vision for 2,000 feet be in advance of train at least 1,500 feet, at which distance train may proceed to the next signal expecting to find the block occupied, a switch open or track broken or otherwise obstructed. If there is a clear, unobstructed vision for a distance of 2,000 feet, flagging may be done by both motorman and conductor riding in front of car and proceeding at a rate of speed sufficiently slow to observe and stop before running into an open switch, broken rail, train occupying the block or other obstructions. If, on arriving at the next signal in advance, a "caution" or "clear" signal is not displayed, conductor will call train dispatcher immediately, and, if unable to communicate with him, train will proceed to the next signal under protection of flag as before and repeat the operation until a "caution" or "clear" signal is displayed. In all cases, when train is compelled to flag through a block, train dispatcher should be communicated with at first available telephone.

The weather of the afternoon of the third day of October was clear and the main track of the railway from Willow Junction towards Tacoma for a long distance is practically straight and nothing thereon to obstruct the view of those operating trains. Under Rule 5 it was not necessary, owing to the condition of the track and the weather, for Conductor Hunt, Motorman Case or Collector Bowman to have walked ahead of train 20 and flagged it through the danger zone. It was, however, their duty under Rule 5 to have operated the train at a rate of speed not to exceed ten miles an hour and to have at all times had the train under control anticipating an open switch, a broken rail, an obstruction causing a short circuit, or other matters dangerous to train operation, and this rule also contemplates that either the conductor or the collector should have been with the motorman using a flag.

Train No. 20 left Bay street at 4:50 o'clock p. m., October 3d, and was wrecked on the Puyallup Short Line about 150 feet from the main line at Willow Junction at 4.54 p. m. of said day. The distance between Bay street and Willow Junction is 2.38 miles. Motorman Case claims that he ran at a low rate of speed over the Puyallup River bridge and trestle. If he did this he must have operated his train the balance of the distance at a rate of speed of upwards of thirty miles an hour.

That train No. 20 when it struck the open switch at Willow Junction was running at least thirty miles an hour is made clear by the testimony of the operator at Willow Junction and also the track superintendent who both observed train No. 20 as it passed through the open switch. Train Dispatcher Nelson after giving the disregard order at Bay street to train 20 called the operator at Willow Junction and being informed that the semaphore showed danger at that point, he instructed the operator to give train No. 20 an order to disregard block 44 under Rule 5. The operator at Willow Junction wrote down the order given him by Train Dispatcher Nelson and it is as follows:

Train Order No. 14

October 3, 1916.

To Conductor and Motorman Train No. 20, at Willow Junction:

Disregard block signals Willow Junction to Milton. Rule 5.

4:52 p. m.

O. C. M., Superintendent.

Lewin, Operator.

As train No. 20 was approaching block 44 the operator at Willow Junction, standing upon the platform with hoop in hand, order 14 attached, gave a high-ball to train No. 20. Motorman Case observed the high-ball signal and he sped up his train and when about 100 or 150 feet from the open switch at Willow Junction he observed its condition and at the same time Collector Bowman, who was riding in the cab with the motorman, noticed the same.

The Puyallup Short Line as it leaves the main line at Willow Junction for a distance of about 300 feet has a radius of some 18 degrees. The outer rail of the curve is raised above the inner rail. When Motorman Case observed the open switch he applied his air and the brakes were set and when on the curve the train climbed and left the track and toppled over into the ditch in accordance with the law of centrifugal force superinduced by the friction of the car wheels upon the track, caused by the brakes being set.

The evidence shows that the block system of the Puget Sound Electric Railway Company was operating as it was designed to operate, that is, it set the signals as it should have set them, the switch being open at Willow Junction. An examination of the wrecked cars showed their flanges to be in proper condition. The switchhead at Willow Junction is so immediately in line with the power poles of the railway company as to cut out a fair view of the target of the switch for a sufficient distance. The switch, however, was in proper working condition. There were thirty-six passengers on train No. 20 when it was wrecked, none of whom was killed or mortally injured. All were more or less bruised and many cut by broken glass. That some were not killed or maimed is miraculous.

We are of the opinion that the initial cause of the accident was the open switch at Willow Junction. We are forced to the conclusion that

this switch was left open or lined with the Puyallup Short Line by Conductor Keatley. We would not be warranted in assuming that some designing person in broad daylight, in view of the operator at Willow Junction and the section foreman and his help working nearby, would go to the switch, unlock it and line it and relock it for the Puyallup Short Line. The operator at Milton substation states that he observed signal arm on block 69, which is in the same zone with block 44, at 4:36 or 4:37 p. m. of the 3d inst., and the arm was down. He also observed when it came clear and this was about 4:57 p. m. of that date. According to the statement of Mr. C. A. Baldwin, chief signal operator, opening the switch at Willow Junction while train 243 was between Willow Junction and the Bay street station, the Bay street station signal could not have been but at red or danger. We are not, however, disposed to unduly censure Conductor Keatley, as his fault at most was a mental lapse or aberration, a human defect that will ever be with us. Conductor Hunt is not without fault. It was his duty, having received disregard order 12, to watch the speed of his train and not to have left the whole responsibility of its operation upon the motorman. Collector Bowman should have been in the cab with the motorman, using the flag. While under the rules of the company the conductor and motorman are equally responsible for the operation of a train, nevertheless we feel that the greater responsibility for the speed of a train is with the motorman than with a conductor, for he is the one immediately and constantly in charge. At signal No. 22 he received disregard order No. 12, under Rule 5. After he received this order, he should have been conscious of the fact that he had in his keeping the lives and limbs of thirty-six human beings. That probably these people had friends, relatives, and many of them dependents, who would be grieved and damaged by their loss or injury. In seeming oblivion of his charge and the rights and responsibilities of his employer he drove his train at reckless speed until it was ditched, and loss, pain and suffering ensued.

We cannot pass the faults of the trainmen in this matter without calling their attention to the fact that the workingmen are demanding of this Commission that we compel public utilities to adopt all modern safety devices, that the laborer may have a safe place in which to work and the public be protected. The use of modern devices would be of little or no value if the trainmen are derelict in their duty in failing to observe rules adopted by company for safety of train movements.

We recommend that the switchhead at Willow Junction be so arranged that it can be readily seen by the approaching trains.

That all persons at fault shall be disciplined according to the rules of the company.

No. 4050.

Investigation of accident at South Cheney, February 20, 1916 (rear end collision), between Northern Pacific trains Nos. 2 and 42, being detoured as second and third sections of S. P. & S. train No. 4, over the tracks of the Spokane, Portland & Seattle Railway Company.

FINDINGS AND RECOMMENDATIONS.

As directed by statute, the Public Service Commission of Washington investigated this accident at a hearing held in the town of Cheney, Washington, on the 23d day of February, 1916. The hearing was conducted by Commissioner Arthur A. Lewis, assisted by the Commission's inspectors of tracks and safety appliances, J. F. Reardan and Thomas S. McEachran.

The Interstate Commerce Commission was represented by its inspectors George B. Winters, Esq., and W. E. Weeks, Esq.; the Spokane, Portland & Seattle Railway Company was represented by its attorney, C. A. Hart, Esq., and the Northern Pacific Railway Company was represented by Judge George T. Reid, its attorney.

Witnesses were sworn and testified and an exhaustive examination made to ascertain the cause of the accident, and fix the responsibility therefor.

1. On February 20, 1916, the Northern Pacific Railway Company's trains No. 42, known as the "Burlington" and No. 2, known as the "North Coast Limited," eastbound, were being detoured over the tracks of the Spokane, Portland & Seattle Railway Company from Pasco east, on account of heavy washouts on the Northern Pacific Railway, east of Pasco.

2. In accordance with the railroad rules governing the operation of trains, the said trains, after entering upon the tracks of the S., P. & S. Railway Company, were operated under the S., P. & S. rules and supervision. Train No. 42 became the second section of S., P. & S. train No. 4, and Train No. 2 became the third section of S., P. & S. train No. 4, and will be referred to in this report as such.

According to the train sheet in evidence in this case, First No. 4, the regular S., P. & S. train, left Pasco on February 20, 1916, at 3:10 a. m., fifty-five minutes late, in charge of Conductor J. W. Welsh and Engineer George Koontz, and passed South Cheney at 7:30 a. m., one hour and twenty-three minutes late.

Second No. 4 left Pasco at 3:20 a. m., one hour and five minutes late, in charge of Conductor John P. LaViolette, Engineer Charles H. Smith, with Flagman Casper G. Lude, and arrived at South Cheney at 7:40 a. m., one hour and thirty-three minutes late.

Third No. 4 left Pasco at 4 o'clock a. m., one hour and forty-five minutes late, in charge of Conductor A. K. Wilkins and Engineer John Gander, with Flagman E. M. Butler, and collided with the rear end of Second No. 4 about 700 feet west of the depot at South Cheney at 7:43 a. m., one hour and thirty-six minutes late.

The trains consisted of the following equipment: Second No. 4—Engine 2201, with nine cars, including sleeping car Crookston, which is of wood construction, followed by chair car Q4448, which is also of wood construction with a steel underframe, which was the rear car of the train and unoccupied. Third No. 4 consisted of Engine 2211 and nine cars.

The effect of the collision was that the sleeping car Crookston was almost completely telescoped by car Q4448, killing five persons and injuring four in the car Crookston, also injuring several persons in other coaches of both trains.

At the time of the accident the S., P. & S. road was the only piece of track open through to the coast and in addition to their own business was handling practically all traffic between Spokane and Pasco from the Northern Pacific and Great Northern railways and a few days previous the Chicago, Milwaukee & St. Paul trains. These foreign trains were handled by crews from the railroads on which the trains originated, all being to a great extent unfamiliar with the physical conditions of the territory upon which they were forced to operate. The Northern Pacific crews, however, were more familiar with this piece of track than were the other foreign crews due to the fact that their eastern bound freight business is all handled over the S., P. & S. road and their passenger crews had been more frequently diverted to this road. To handle this temporary abnormal business (that had increased from approximately ten to thirty trains a day), the officials of the S., P. & S. Railway found it necessary on short notice to employ additional men, particularly operators and train dispatchers. On account of the recent heavy storms there were numerous stretches of bad track on this line which had to be covered by special slow orders which militated against the expeditious handling of trains. On the night of the accident the weather was more or less foggy over the entire district and called for careful operation. The S., P. & S. Railway has neither automatic nor manual block facilities, the trains being handled by train order system, which practically conforms to the standard rules; the material exception being provisions covered by special bulletin No. 778, requiring all trains running in the same direction to be kept ten minutes apart. This bulletin especially calls the attention of the operators and train dispatchers to this requirement and the evidence shows that officials had impressed upon them the duty of blocking trains at their stations for ten minutes without further instructions and also that train crews, when they had a knowledge of the location of the preceding train to guide them, were expected to space themselves ten minutes at non-telegraphic stations.

The first and second sections of No. 4 were running approximately ten minutes apart at all stations from Pasco to Lamont, a distance of 105 miles. At some points, second No. 4 had received warning of the position of first section by a ten-minute fusee dropped from the first section, although the testimony shows that second No. 4 had at fre-

quent intervals left similar danger signals behind, but none were seen by third No. 4, which arrived at Lamont at 7:06 a. m., 18 minutes behind the second section, having closed up 22 minutes in covering this distance from Pasco, where they were 40 minutes behind.

All three sections had special slow orders issued ten days previous not to exceed thirty miles per hour from Amber to South Cheney, a distance of 10.6 miles; also an order issued February 18 to run carefully and slow down for a broken rail at a point about three and one-half miles west of South Cheney. The evidence shows that this broken rail had been replaced on the 18th, but the order had not been lifted. First No. 4 also had order No. 18 to run one hour late from Lamont to South Cheney, and order No. 32 to wait at Amber until 7:10 a. m. and at Mock until 7:20 a. m. for extra 356 west. Neither order No. 18 nor No. 32 were given to second or third No. 4.

First No. 4 left Lamont at 6:40 a. m.; second No. 4 at 6:52 a. m., and third No. 4 at 7:09 a. m., according to record on the train sheet.

First No. 4 arrived at Amber at 7:05 a. m., departing at 7:10 a. m., being held back five minutes by order No. 18. Second No. 4 arrived at Amber at 7:15 a. m., departing at 7:20 a. m., being blocked five minutes by the operator as required by the bulletin No. 778. Third No. 4 is reported as passing by Amber without stopping at 7:30 a. m., ten minutes after the second section had left from a standing start.

Third No. 4 still had received no warning as to how close they were to a train ahead. The time of third No. 4 at Amber is in dispute. The engineer testified that he passed at 7:26 a. m. The operator at Amber was a new employee on the S., P. & S., this being his third night on duty. He said he did not hear the engineer of third No. 4 call for the signal but gave it to him when the agent who was on the depot platform called his attention to the whistle and told him to give the train the clear signal. The agent gave the same testimony, but both claim the time was 7:30 a. m. The operator at Amber testified to reporting to the dispatcher at 7:31 a. m. the fact that third No. 4 had passed his station at 7:30 a. m. The dispatcher testified that he did not receive this report until after the accident had happened at South Cheney at 7:43 a. m. The engineer on extra No. 356 west at Mock, a blind siding, testified that first No. 4 passed that point at 7:16 a. m. This, if correct, shows them going from a standing start at Amber to Mock, a distance of 5.1 miles, ascending a grade of approximately four-tenths of one per cent in six minutes, an unreasonable operation.

He reported second No. 4 by Mock at 7:27 a. m., seven minutes after their leaving time at Amber and third No. 4 by Mock at 7:34 a. m.; first and third No. 4's passing time at Mock was corroborated by the fireman of engine 356. If both this testimony and the record of the operator at Amber for third No. 4 were correct, it would show the distance between these points, 5.1 miles, to have been covered in four minutes, or at a rate of 76 miles per hour, which is very unlikely. Taken with the figures given by the engineer of third No. 4, it would

show eight minutes for this distance, or 39 miles per hour. The testimony shows these two passenger trains seven minutes apart at Mock, with second No. 4 running 30 miles per hour and third No. 4 running 40 miles per hour and the engineer of the last train still with no warning of his proximity of the train ahead. First No. 4 slowed down going into South Cheney and the flagman dropped a yellow fusee. The engineer of second No. 4 testified to discovering this caution signal about 2,500 feet west of the depot and to bringing his train under control at once and proceeding slowly to the depot. This would tend to still further shorten the distance between the second and third sections. The flagman on second No. 4 did not throw off a fusee coming into South Cheney, but testified that he dropped one as a warning to the following train where his train slowed down at the point where the broken rail had been, about three and one-half miles west of South Cheney.

The testimony of the engineer and fireman on third No. 4 does not show this fusee to have been discovered although had it been thrown off at this point it should have been burning at the time they passed. The operator's record at South Cheney shows first No. 4 passing that point at 7:30 a. m. The conductor of this train testified that it passed at 7:31 or 7:32 a. m. The evidence of the conductor and engineer of second No. 4 agree with the office records and fix the time of the arrival of second No. 4 at 7:40 a. m. The evidence of the office records at South Cheney and the engineer and the conductor of second No. 4 establish the time of arrival of third No. 4 and the collision at 7:43 a. m.

When second No. 4 arrived at South Cheney, the testimony shows the weather to have been very foggy. The conductor went at once into the telegraph office to get his orders renewed without noticing whether his flagman had taken any steps to protect his train. The flagman stood a short time at the rear end of the train then went back with his danger signal and according to all testimony was approximately 600 feet from the rear of his train when the engineer of third No. 4 saw his signal. He used a red fusee with which to flag the following train. The engineer of third No. 4 did everything possible from the time he received the signal in trying to stop his train to prevent an accident. Previous to seeing the signal he had made a service application of the air brakes preparatory to stopping at the station and it was impossible for him thereafter to get the effect of the emergency brakes. All appliances were shown to have been in good working order. The speed at which the testimony shows third No. 4 to have been traveling at the time he saw the danger signal is given as 20 miles per hour but is open to doubt in view of the distance the train afterwards ran before colliding and the damage done to the other train.

Approaching South Cheney from the west, the track shows a tangent of about one and one half miles long on a descending grade of four tenths of one per cent excepting about 800 feet of track commenc-

ing at a point approximately 2,200 feet west of the depot, which piece of track is at grade.

The immediate cause of the accident was the lack of warning given to third No. 4 of the position of the train ahead and the short distance given in which to stop this train at the point of accident. Had the flagman of second No. 4 thrown off a lighted fusee when his train slowed down approaching South Cheney, it would, if the following train had not disregarded it, have prevented the accident. Had the conductor of the second No. 4 given the protection of his train more personal attention and supervised the action of his flagman more carefully, this would likely have been done. If the engineer on third No. 4 found a lighted fusee where the broken rail had been and disregarded it he is not excusable for doing so. In any case his judgment in approaching a known stopping point in foggy weather without having his train under better control is open to criticism, although he was entitled to receive sufficient warning to enable him to stop from the maximum speed allowed at all times.

Although the slow order was not intended as a protection from this class of accident, the disregard of it by the engineer of third No. 4 contributed to bringing the two trains closer together and subjects the engineer to criticism.

Had the train dispatcher used what he testified would be good practice and given second and third No. 4 a copy of order No. 18, the engineer of third No. 4 would have been apprised of the position of the preceding trains and so warned of his proximity to them. He would also have been required with that knowledge in connection with Bulletin No. 778 not to have passed Amber until 7:30 a. m. nor have passed Mock until 7:40 a. m. and so could not have arrived at South Cheney at 7:43 a. m., which was the time the accident occurred, and would doubtless have exercised more care approaching the station at South Cheney.

The evidence shown by the train sheet discloses the fact that the ten-minute spacing rule required by bulletin No. 778 had been deviated from on numerous occasions with the knowledge of the officials prior to this accident.

In conclusion, the Commission finds that the wreck was made possible through the several contributory causes herein mentioned and that the participating officers and employees were negligent in their duty in not better safe-guarding the movement of their trains under the unusual conditions known to exist at the time of the accident.

The railroad, its officers and employees in this state have gone through a most trying ordeal in the last two months occasioned by the unusual snow conditions and the high water resulting therefrom, conditions which have taxed the strength and judgment of all concerned. Roads have been blocked with snow and miles of road bed rendered impassable by washouts, necessitating the detouring of trains over foreign lines in order that the commerce of the country might be carried

on. The Commission is not unmindful of the difficulties which the operating officials and train men have had to contend with in battling with the elements. The fact, however, that what has happened may happen again and also the fact that the superintendents of both railroads concerned testified that the application of rules, particularly the flagging of trains at station stops, must be left to the judgment of the individual employees shows the necessity of some additional safeguard.

The Commission recommends:

1. That the Northern Pacific train and engine crews on the Pasco division who have not already passed the S., P. & S. examination on transportation rules be examined on same.

2. That all bulletins be posted at the recognized points where bulletin boards or books are kept and that these bulletin notices be removed every six months and any that are still desired to be kept in effect be reissued.

3. That all bulletins affecting the operation of trains as important and permanent as the ten-minute blocking at stations be printed on the time card or made a supplement to the book of rules.

4. That on all districts where trains are not protected by automatic or manual block systems passenger trains be required to run not less than fifteen minutes apart, except in closing up at passing points.

5. That a copy of all train orders issued be given to all trains that may be affected by the restrictions contained therein.

6. The Commission recognizes that the most effective known safeguard is a complete automatic block system and that railroad companies are establishing such protection on districts where traffic is heavy, but in view of the fact that this would require much time to install and a large expenditure of money, and that a safeguard which can be more expeditiously constructed is required as a protection against the recurrence of accidents such as happened at South Cheney, feels that this can be provided by an automatic semaphore system at stations and so recommends,

The financial outlay necessary to establish such a protection at this time would not be wasted, as the system could be used in connection with any subsequent automatic construction desired.

The Commission will hold a hearing or hearings for the purpose of permitting all interested parties to appear and show cause if any why the foregoing recommendations should not be adopted and put in effect.

INFORMAL INVESTIGATIONS.

The following listed accidents were investigated by the Commission's inspectors of safety appliances, who made a written report to the Commission in each case.

It appearing from the inspectors' reports and statements of witnesses submitted therewith that none of these accidents was due to

insufficient or improper equipment or to insufficient or improper rules or practices, enforced or permitted by the public utility involved, the Commission found that there existed no reason for the Commission to hold a formal hearing for further investigation thereof.

No. 1853. On line of Oregon-Washington Railroad & Navigation Company. Charles Gordon, auto driver, struck and fatally injured by Milwaukee freight train, at South Elma, January 21, 1916.

No. 1860. Northern Pacific Railway. Miss Bertha Nelson, pedestrian, run over and fatally injured by passenger train at Spokane, January 10, 1916.

No. 1882. Spokane & Inland Empire Railroad. F. S. Scharf, pedestrian, struck and killed by switch engine at Spokane, February 9, 1915.

No. 1893. Great Northern Railway. Albert Peterson, auto driver, struck and killed by light engine at Interbay, March 30, 1915.

No. 1899. Great Northern Railway. Mrs. Bertha Butler, pedestrian, run over and fatally injured at Spokane, March 1, 1915.

No. 1950. Great Northern Railway. Tom Carlos and George Kardaras, laborers, struck and fatally injured by boom of derrick at Garfield bridge, Seattle, July 27, 1915.

No. 4004. Seattle yards, King street station. M. Hayashi, section hand, run over and killed by switch engine No. 1104, while moving coaches, November 20, 1915.

No. 4007. Chicago, Milwaukee & St. Paul Railway. John Wiley, employee, struck and killed by steam shovel dipper, at Sumner, December 12, 1915.

No. 4016. Northern Pacific Railway. Mrs. M. F. Porter, pedestrian, struck and killed by passenger train at Puyallup, January 7, 1916.

No. 4046. Northern Pacific Railway. Porter McCall and George Campbell, driving in automobile, struck and fatally injured by train, at Sumner, February 15, 1916.

No. 4052. Great Northern Railway. Tekegoro Takashi, extra gang laborer, struck and killed by light engine No. 960, in Seattle yards, November 25, 1915.

No. 4054. Chicago, Milwaukee & St. Paul Railway. Otto Roberts, brakeman, killed by derailment of train No. 18 at Freeman, December 1, 1915.

No. 4057. Chicago, Milwaukee & St. Paul Railway. Bridget Hines, driving in automobile, struck and fatally injured by engine No. 856, at Renton, January 11, 1916.

No. 4059. Puget Sound Traction, Light & Power Company. Thomas H. Edwards, riding in automobile, struck and fatally injured by street car No. 281 at Seattle, February 18, 1916.

No. 4067. Oregon-Washington Railroad & Navigation Company. Byron B. and Elmer E. Foreman, riding in automobile, struck and fatally injured by train No. 41, at Granger station, March 6, 1916.

No. 4081. Oregon-Washington Railroad & Navigation Company. W. D. Wilton, trespasser, struck and killed by engine No. 178 at Hoquiam, March 25, 1916.

No. 4082. Northern Pacific Railway. George D. Duffield, car checker, struck by cars being coupled.

No. 4083. Blakely Railroad. Andy Dahl, section hand, struck and killed by Engine No. 1, near McCleary, March 23, 1916.

No. 4084. Northern Pacific Railway. Ed Stein, laborer, (not an employee) threw himself on track in front of train and was fatally injured at Argo, March 25, 1916.

No. 4089. Northern Pacific Railway. Unknown boy, about eighteen years old, fell under coach of train No. 437, Seattle, March 29, 1916.

No. 4090. Great Northern Railway. John Troskas, E. Ishida and Tom Millernas, section men, killed by snowslide, one and one half miles west of Leavenworth, February 16, 1916.

No. 4091. Puget Sound Traction, Light & Power Company. W. H. Johnson, pedestrian, struck and killed by street car, Seattle, March 17, 1916.

No. 4094. Northern Pacific Railway. George A. Reeder and Thomas J. Woodard, driving in automobile, struck and killed by train No. 2 east of Lind, September 26, 1915.

No. 4096. Oregon-Washington Railroad & Navigation Company. A. T. Lane, pedestrian, struck and killed by train No. 7, at Farmington, March 31, 1916.

No. 4102. Puget Sound Traction, Light & Power Company and Oregon-Washington Railroad & Navigation Company. Mrs. J. W. Simmie, passenger, killed in collision between two above named railway company's trains, Seattle, April 11, 1916.

No. 4103. Chicago, Milwaukee & St. Paul Railway. C. F. Brown, switch foreman, thrown off car and killed by duplex telephone wires, Everett, April 13, 1916.

No. 4109. Great Northern Railway. Joseph Cannon, trespasser, killed by train, Chiwaukum, April 19, 1916.

No. 4112. Great Northern Railway. Ida A. Bratt, trespasser, killed by train, Richmond Beach, November 19, 1915.

No. 4125. Chicago, Milwaukee & St. Paul Railway. Bert Louisell, brakeman, fell from car, Kittitas, March 4, 1916.

No. 4126. Puget Sound Traction, Light & Power Co. Harry Dols, employee, fell from top of repair car and killed, Bellingham, May 2, 1916.

No. 4127. Puget Sound Traction, Light & Power Co. Harry A. Titcomb, employee, electrocuted, Bellingham, May 5, 1916.

No. 4128. Great Northern Railway. C. F. Collbits, chainman engineering party, electrocuted, near Drury, May 5, 1916.

No. 4131. Northern Pacific Railway. Pete Shibley, trespasser, found dead in box car, Montesano, May 9, 1916.

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No. 4132. Spokane & Inland Empire Railway. W. Johnson, line-man's helper, run over and killed by work extra No. 604, at Trestle Creek, May 9, 1916.

No. 4133. Spokane, Portland & Seattle Railway. Harold F. Weigand, switchman, run over and killed by switch engine No. 8, Vancouver, Wash., March 9, 1916.

No. 4134. Pacific Traction Co. J. E. Watson, driving automobile, run down by work train and injured, Tacoma, May 9, 1916.

No. 4138. Northern Pacific Railway. Hugh Manly, crossing watchman, struck by switch engine No. 1202, Tacoma, May 17, 1916.

No. 4140. Great Northern Railway. Fred Johnson, contractor's employee, struck and killed by train No. 36, near Meadowdale, May 18, 1916.

No. 4142. Northern Pacific Railway. R. M. Loomis, switchman, knocked down and killed by engine No. 2130, Centralia, May 21, 1916.

No. 4148. Great Northern Railway. Erick Bjelland, pedestrian, struck and killed by engine No. 1054, Brenan, April 25, 1916.

No. 4149. Seattle, Renton & Southern Railway. Frank E. Skagerlind, inspector of streets of Seattle, struck and killed by car No. 112, Seattle, April 4, 1916.

No. 4157. Northern Pacific Railway. Edward Johnson, pedestrian, struck and killed by train No. 418, Puyallup, June 5, 1916.

No. 4158. Washington Water Power Co. Giovone Bonetto, employee of contractor, electrocuted, Mica, June 14, 1916.

No. 4159. Oregon-Washington Railroad & Navigation Co. W. Martin, trespasser, struck and killed by train No. 71, near Pampa, June 5, 1916.

No. 4160. Washington Water Power Co. Jessie Smith, boy eight years old, climbed to top of transformer, electrocuted, Hartline, June 8, 1916.

No. 4164. Peninsular Railway. Sam Dumovisch, brakeman, struck and killed by train, Shelton, June 15, 1916.

No. 4166. Northern Pacific Railway. Arthur McDonald, eleven year old boy, run over and killed by engine No. 1108, Fremont, June 21, 1916.

No. 4169. Northern Pacific Railway. A. W. Baird and George Clark, section foreman and section laborer, respectively, struck and killed by train extra 1600, Renton, June 26, 1916.

No. 4170. Northern Pacific Railway. Faxon Booth, driving team, struck and killed by engine No. 1221, Roslyn, June 28, 1916.

No. 4174. Oregon-Washington Railroad & Navigation Co. Fred Roberts and wife, riding in automobile struck and seriously injured by train No. 13, Dishman, July 4, 1916.

No. 4175. Great Northern Railway. John Johnson, George Ellis and Joe King, contractor's employees, killed by falling rock, Embro, July 3, 1916.

No. 4182. Northern Pacific Railway. Natalio Dalcero, trespasser, struck and killed by train No. 4006, between Kanasket and Palmer Junction, July 15, 1916.

No. 4183. Great Northern Railway. Two year old son of John Johnson, struck by freight train No. 711, Custer, July 16, 1916.

No. 4184. Chicago, Milwaukee & St. Paul Railway. John Cincynski, Paul Cincynski and Ed Abel, riding in automobile, struck and killed by train No. 118, North Puyallup, July 16, 1916.

No. 4191. Puget Sound & Willapa Harbor Railway. C. E. Ward, brakeman, struck and killed by train No. 62, Doty, July 22, 1916.

No. 4192. Northern Pacific Railway. Diminick Jerry, (Indian) trespasser, run over and killed by train, East Auburn, July 23, 1916.

No. 4195. Washington Water Power Co. Joseph Wadsworth, employee, struck and killed by piece of steel, Cheney, July 7, 1916.

No. 4201. Northern Pacific Railway. Unknown colored man, trespasser, struck and killed by train No. 444, near Prairie, August 12, 1916.

No. 4202. Chicago, Milwaukee & St. Paul Railway. Arthur Donnelly, trespasser, fell under freight train and killed, Tekoa, August 15, 1916.

No. 4203. Pacific Northwest Traction Co. M. S. Field, riding in automobile, struck and killed by train No. 8, Esperance, August 16, 1916.

No. 4213. Great Northern Railway. Uzu Mayami, section laborer, struck and killed by switch engine No. 383, Delta, September 1, 1916.

No. 4214. Great Northern Railway Co. John Green, laborer, struck and killed by train No. 3, Meadowdale, August 26, 1916.

No. 4215. Tacoma Railway & Power Co. Lester Bishop, riding bicycle, struck and killed by street car No. 140, Tacoma, August 31, 1916.

No. 4216. Northern Pacific Railway. Unknown man, trespasser, struck and killed by train No. 318, Yakima City, September 3, 1916.

No. 4217. Northern Pacific Railway. Mrs. M. J. Phillips, crossing track, struck and killed by train No. 316, Wilbur, September 3, 1916.

No. 4218. Northern Pacific Railway. William Klinefelter, brakeman, fell under train 982 and killed, Wilkeson, August 26, 1916.

No. 4222. Northern Pacific Railway. Mike D. Gioa, section laborer, fell under train No. 47 and killed, Palmer Junction, September 15, 1916.

No. 4226. Northern Pacific Railway. Ole Rustin, brakeman, fell under cars and was killed, Skykomish, September 23, 1916.

No. 4232. Great Northern Railway. Dan Holmes, carpenter, fell from top of bridge and killed, Seattle, October 6, 1916.

REPORT OF GRADE CROSSING DEPARTMENT.

OLYMPIA, WASHINGTON, December 1, 1916.

The Public Service Commission of Washington.

GENTLEMEN: Following the completion of the field work of the examination of dangerous grade crossings reported to the Commission by various counties in the fall of 1914, a study of the reports on crossings examined was made by the Commission. These reports showed that the lists of dangerous grade crossings which had been furnished the Commission by various counties were, in many instances, far from complete. In fact the Commission's grade crossing engineers found many crossings in several counties which were more important and more dangerous than those reported by such counties. It was apparent that the lists furnished the Commission by the counties should not be accepted as a basis for this work. To make such lists the foundation of a grade crossing survey would result in doing the work by piece meal and consequently the grade crossing examiners would frequently be sent to districts where they had previously examined crossings reported as dangerous for the purpose of examining other crossings which would be brought to the attention of the Commission from time to time.

It was therefore decided to make a complete survey of all grade crossings in the state theretofore examined. In pursuance of this plan a card form of report was prepared providing blanks for indicating the amount of highway traffic, railway traffic, condition of planking, location of whistle posts, standard and special signs, and other means of protection, such as automatic alarm bells, flagmen, etc., if any, maintained at the various crossings. These cards are 9¾ inches by 14¼ inches and provide ample space on the face thereof for sketches showing the railway and highway alignment, the crossing, location of nearest section lines, embankments, buildings or other obstructions to the views of travelers on the highway, and profile of highway on either side of crossing. The back of the card is ruled for additional information relating to conditions affecting the use of the crossing, and recommendations for elimination, relocation or improvement thereof. During the winter of 1914-15 sketches were made on the face of these cards showing the alignment of the railroad on either side of the crossing, location of nearest section lines, station buildings, side tracks and other material data available from the right of way maps of the various railways in the state.

During the summer of 1915 the Commission's grade crossing engineers examined 2,833 crossings, covering 3,853 miles of main line and branch line trackage. The crossing cards were completed by sketching in the highway, showing location of each crossing, the length of views

available to travelers on the highway in both directions along the railway from the crossing when approaching the crossing from either side. The views obtainable from the railway at points 50 feet and 100 feet from the track as well as at other points, when material, were shown. A profile of the highway on both sides of the crossing was shown on each card to indicate work necessary to provide a level crown in the highway extending 25 feet from the center line of the track on each side thereof with approaches not exceeding five per cent grade wherever practicable. The condition of the crossing, planking, location of whistle posts, whether or not standard or special crossing signs, or other protection were maintained, were shown. The volume of highway traffic, number of trains daily and time card speed of trains in the vicinity of the crossing were obtained and indicated on each card. Where there existed obstructions to views, such as embankments, buildings, brush or trees, the locations of same were sketched on the card.

Since November 30, 1915, a careful study of the crossings covered by these reports was made. Consideration was given to the peculiar conditions existing at and in the vicinity of each crossing, including in such consideration the amount and character of traffic on the highway, the number of trains operated over the crossing daily and the speed thereof when approaching the crossing, the lengths of views obtainable under existing conditions affecting such crossing and the lengths of views which would be obtainable by removal of brush, trees, embankments, buildings or other obstructions in the vicinity, the grades of the railway and the grades of the highway, approaching the crossing from both directions, the proximity of other crossings and highways in the vicinity and the practicability of diverting traffic without unreasonable expenditure or inconvenience, the practicability of separating grades, relocating the crossing to secure a safer grade crossing, or deflecting the highway to avoid the crossing, and all other factors naturally involved in such an inquiry.

Following this study all of the grade crossings covered thereby were classified. In making a classification of grade crossings no hard and fast rule can be followed. The undertaking requires the conscientious exercise of sound judgment, after giving due consideration to all of the conditions affecting the safety of the public and to all of the available methods of eliminating the crossing or improving same to minimize the hazard.

The grade crossings classified have been grouped in three classes, namely;

Class "A" includes all grade crossings where the degree of hazard and the amount and character of highway and railway traffic are such that, elimination, if practicable, is justified.

Class "B" includes all grade crossings where the degree of hazard and the amount and character of railway and highway traffic does not

justify elimination, but which should be improved if practicable, or protected by automatic alarm bells or flagmen.

Class "C" includes all grade crossings which are not covered by classes "A" and "B."

All of the grade crossings in the state on the following described lines, except as noted below, have been examined:

NORTHERN PACIFIC RAILWAY.

<i>Line Number</i>	<i>Name of Line</i>	<i>Termini</i>
1.....	Main Line.....	Auburn to Moab
2.....	Coast Line, South.....	Seattle to Vancouver, Wash.
11.....	Coast Line, North.....	Seattle to Sumas
12.....	Grays Harbor Branch.....	Lakeview to Moclips
13.....	Palouse Branch.....	Marshall to Moscow
14.....	South Bend Branch.....	Chehalis to South Bend
15.....	Adrian Branch.....	Connell to Adco
16.....	Washington Central.....	Cheney to Adrian
17.....	Walla Walla Branch.....	Pasco to Dayton
18.....	Prairie Line.....	Tacoma to Tenino
19.....	Snoqualmie Branch.....	Woodinville to Sallal
20.....	Monte Cristo Branch.....	Hartford to Monte Cristo
21.....	Darrington Branch.....	Arlington to Darrington
22.....	Zillah Branch.....	Parker to Granger
45.....	Naches Branch.....	North Yakima to Naches City
46.....	Moxee Branch.....	North Yakima to Moxee
47.....	Buckley Branch.....	Palmer Jct. to Meeker
48.....	Yacolt Branch.....	Vancouver Jct. to Yacolt
49.....	Gate Branch.....	Centralla to Gate
50.....	Tumwater Branch.....	Tenino to Olympia
51.....	Elma Branch.....	Elma to Simpson
52.....	Ocosta Branch.....	Aberdeen Jct. to Bay City
53.....	Orting Branch.....	Orting to Electron
54.....	Crocker Branch.....	Crocker to Wingate
55.....	Burnett Branch.....	Cascade Jct. to Spiketon
56.....	Wilkeson Branch.....	Cascade Jct. to Fairfax
57.....	Green River Branch.....	Kanasket to Keniston
58.....	Roslyn Branch.....	Cle Elum to Lakeside
59.....	Belt Line.....	Woodinville to Black River
60.....	Everett Branch.....	Snohomish to Everett
61.....	Bellingham Branch.....	Wickersham to Bellingham
62.....	Sunnyside Branch.....	Sunnyside Jct. to Grandview
63.....	Cowiche Branch.....	Cowiche Jct. to Welkel
64.....	Simcoe Branch.....	Wesley to Farron
70.....	Genesee Branch.....	Pullman to Genesee
71.....	Farmington Branch.....	Belmont to Farmington
72.....	Seattle Branch.....	Davenport to Dennys
74.....	Du Pont Branch.....	Lakeview to Nisqually

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY.

<i>Line Number</i>	<i>Name of Line</i>	<i>Termini</i>
3.....	Main Line.....	Juniper to Spokane
4.....	Main Line.....	Spofford to Spokane
23.....	Grays Harbor Branch.....	Centralia to Hoquiam
24.....	Yakima Branch.....	Attalia to North Yakima
25.....	Pleasant Valley Branch.....	Winona to Seltice
26.....	Wallula Branch.....	Wallula to Walla Walla
28.....	Connell Branch.....	La Crosse to Connell
75.....	Main Line.....	Ayer Jct. to Grange City Jct.
76.....	Moscow Branch.....	Colfax to Moscow
77.....	Pomeroy Branch.....	Starbuck to Pomeroy
78.....	Dayton Branch.....	Bowles to Turner
81.....	Sunnyside Branch.....	Midvale to Sunnyside
82.....	Wallace Branch.....	Tekoa to Tilma
85.....	Amwaco Branch.....	Bell to Ford

GREAT NORTHERN RAILWAY.

<i>Line Number</i>	<i>Name of Line</i>	<i>Termini</i>
*5.....	Main Line.....	Seattle to Newport
6.....	Coast Line.....	Everett to Blaine
33.....	Anacortes Branch.....	Anacortes to Rockport
88.....	Cherry Valley Branch.....	Monroe to Tolt
91.....	Everett Belt Line.....	Everett to Union Slough
92.....	Yukon Branch.....	Belleville to Yukon

*Crossings examined between Seattle and Scenic and between Harrington and Newport, only, on the main line of the Great Northern Railway.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

<i>Line Number</i>	<i>Name of Line</i>	<i>Termini</i>
7.....	Maine Line.....	Seattle to Mowry
34.....	Joint Coast Line.....	Black River to Tacoma
35.....	Coeur d'Alene Branch.....	Dishman to Spokane Bridge
36.....	Grays Harbor Branch.....	Salsich Jct. to Helsing Jct.
37.....	Tacoma Eastern Railway.....	Tacoma to Morton
38.....	Bellingham B. & B. C.....	Bellingham to Glacier
39.....	Everett Branch.....	Cedar Falls to Everett
40.....	Priest Rapids Branch.....	Beverley Jct. to Hanford
41.....	Warden Branch	Warden to Marcellus
93.....	Enumclaw Branch.....	Bagley Jct. to Enumclaw
94.....	Moses Lake Branch.....	Tiflis to Nepelle
95.....	Spokane Branch.....	Manito to Plummer
96.....	Ashford Branch.....	Park Jct. to Ashford
97.....	Ladd Branch.....	East Creek Jct. to Ladd
98.....	Puyallup Branch.....	Kapowsin to Puyallup River
99.....	Tidewater Branch.....	Tanwax Jct. to Tidewater
100.....	B. B. & B. C. Water Front Line..	Bellingham to Squilicum
101.....	Lynden Branch.....	Hampton to Lynden
133.....	P. S. & W. H.....	Chehalis to Raymond
125.....	Idaho & W. N. Ry.....	Tweedie to Metaline Falls

SPOKANE, PORTLAND & SEATTLE RAILWAY.

<i>Line Number</i>	<i>Name of Line</i>	<i>Termini</i>
*8.....	Main Line.....	Vancouver to Spokane
104.....	Goldendale Branch.....	Lyle to Goldendale

*Crossings on the main line of Spokane, Portland and Seattle Railway have been examined between the stations of Carley and Spokane, only.

SPOKANE & INLAND EMPIRE RAILROAD.

<i>Line Number</i>	<i>Name of Line</i>	<i>Termini</i>
42.....	Main Line.....	Spokane to Colfax
43.....	Moscow Branch.....	Springvalley to Moscow
44.....	Coeur d'Alene Branch.....	Spokane to Spokane Bridge
102.....	Vera Branch.....	Spokane to Flora
103.....	Liberty Lake Branch...	Liberty Lake Jct. to Liberty Lake

PUGET SOUND ELECTRIC RAILWAY.

<i>Line Number</i>	<i>Name of Line</i>	<i>Termini</i>
*113.....	Main Line.....	Seattle to Tacoma
114.....	Orting Branch.....	Willow Jct. to Puyallup

*Crossings on the Puget Sound Electric Railway, main line, examined between Willow Junction and Tacoma, only.

Conferences between the Commission and representatives of the various railway lines upon which grade crossings have been examined and classified resulted in the adoption of a procedure under which the Commission should furnish each railway company with a statement containing a description of all class "A" crossings with data showing the conditions fixing the hazard and amount and character of highway and railway traffic, etc., and a statement containing descriptions of all class "B" crossings with data showing conditions which, in the judgment of the Commission, should be improved or eliminated and recommendations for the improvement or protection of such crossings; upon receipt of which statements the railway companies, in conjunction with proper county or city authorities, recommend plans for the elimination of class "A" crossings and should proceed with the improvements recommended for the class "B" crossings, it being understood that where the railway companies or the authorities of cities or towns affected, after investigation, believe elimination of any of the class "A" crossings to be impracticable or not justified, the Commission should be advised thereof and further proceedings in relation thereto would follow and that where the Commission's recommendations for the improvement of any of the class "B" crossings are deemed unreasonable the Commission should be advised thereof and reconsideration would be given to the particular crossings to the improvement of which objections were made.

In carrying out this procedure, more than 2,000 of the 2,833 crossings examined have been considered and informally passed upon and the Commission has called upon the various railway companies affected to submit plans for the elimination of the class "A" crossings, and has

recommended the improvement or protection of the class "B" crossings included in the crossings so considered and passed upon. The remainder of the grade crossings examined are being considered and passed upon as expeditiously as is possible. While the railway companies have made satisfactory progress in the investigation of class "A" crossings for preparation of plans of elimination and have reported improvements made on many class B crossings, as recommended by the Commission, their work has not reached the point where a detailed report thereof would be of value at this time. According to the proportion of class "A" and class "B" crossings to the number already considered and passed upon, it is estimated that of the total number of grade crossings examined, there are approximately 150 class "A" grade crossings and approximately 600 class "B" grade crossings, thus accounting for about 750 out of 2,833 grade crossings examined, leaving approximately 2,083 grade crossings in class "C." Class "C" covers all grade crossings where the amount and character of highway and railway traffic, considered in connection with the lengths of views available and other conditions affecting the use of such crossings, do not justify elimination, improvement or special protection. The cost of eliminating all of the class "A" grade crossings, which it is practicable to eliminate, and the cost of improving or protecting the class "B" crossings, while as yet not definitely determined, will probably be as much as may be reasonably required of the cities, towns, counties and railways affected during the coming biennium. It is therefore apparent that, for a considerable period of time, there must remain in use a large number of grade crossings where the lengths of views available exceed 1,000 feet and other conditions are as satisfactory as is reasonable to require for the time being. It is also apparent that there will be a considerable number of class "A" and class "B" grade crossings which cannot by reasonable expenditure be eliminated, or materially improved. Consideration of grade crossing accidents which have occurred during the past four years indicate that a large proportion of such accidents have been caused by the negligence of persons driving automobiles or motorcycles, rather than by limited views, or other unsatisfactory conditions. The number of motor vehicles used for conveyance of passengers for hire has greatly increased during recent years, and has, in the opinion of the writer, reached the point where some regulation for the protection of passengers riding in such vehicles is undoubtedly required. It is therefore recommended that legislation be enacted requiring all power-driven vehicles, used for the transportation of persons for hire, to be brought to a full stop at a point not less than ten feet, nor more than 100 feet from the nearest rail of the railway track, before crossing any railroad at grade, outside of the limits of cities authorized to frame their own charters.

Before the extended use of motor driven vehicles, the standard railroad crossing sign served the purpose of warning drivers on the

highway of their approach to grade crossings, but motor driven vehicles, traveling at a much higher speed than horse drawn vehicles, necessitate a warning sign located at least 300 feet from the crossing.

The warning sign should be of the type recommended by the National Association of Railway Commissioners.

The same act should also prohibit the painting, placing, erection, or maintenance of any sign, billboard, or advertising device upon any public highway in the state within 500 feet of any point where such highway or any branch thereof crosses a railroad at grade, except railway crossing signs, warning and stop signs and highway guide boards, without advertising matter or advertising device, maintained at cross highways or highway branches by highway authorities, and except business signs, in front of business places represented thereby, permitted by local ordinances within the limits of incorporated cities or towns, or by resolution of the board of county commissioners within the limits of their respective counties and outside the limits of incorporated cities or towns.

In emphasizing the necessity for such legislation, the writer urges careful consideration of the fact that it will be many years before a large proportion of the existing grade crossings can be eliminated, and of the further fact that many of the grade crossing accidents, involving motor driven vehicles, have occurred at grade crossings having views extending sufficient distances in either direction therefrom to enable drivers of automobiles or motorcycles, with the aid of warning signs proposed, and by exercising reasonable care, to avoid collision with trains.

Following the report of this department are copies of formal orders relating to elimination of grade crossings entered during the past year in cases where formal hearings were necessary, together with a list of new grade crossings investigated and allowed and a list of applications for new grade crossings denied during the same period.

Respectfully submitted,

B. O. GRAHAM.

Superintendent of Grade Crossing Department.

GRADE CROSSINGS ELIMINATED BY FORMAL ORDERS.

Following are copies of findings of fact and orders entered in formal proceedings for elimination of grade crossings between December 1st, 1915, and November 30th, 1916:

No. 4152.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, ON THE RELATION OF CITY OF SEDRO WOOLLEY, *Petitioner*, v. NORTHERN PACIFIC RAILWAY Co., *Respondent*.

Petition for protection of grade crossing.

The Northern Pacific Railway Company having re-installed a flagman at the grade crossing of the Northern Pacific Railway by State street in the city of Sedro Woolley, and the subject matter of the complaint in this proceeding having been thereby fully satisfied, it is ordered that the above entitled proceeding be and is hereby dismissed,

No. 1696.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY AND COMMISSIONERS OF SPOKANE COUNTY, WASHINGTON, *Respondents*.

This cause came on for hearing at Spokane, Washington, on September 12, 1914, Commissioners Arthur A. Lewis and Frank R. Spinning being present. Respondent, Great Northern Railway Company was represented by Judge F. V. Brown, its attorney. The Commissioners of Spokane county were represented by Mr. Allen Scott, one of the commissioners of said county and Mr. J. W. Strack, county engineer, Whereupon Mr. C. J. Colgan, the Commission's grade crossing engineer, was sworn and his report dated April 25, 1914, disclosing two possible plans for elimination of grade crossings hereinafter referred to, one by separation of grades on the established highway and the other by deflecting the established highway so as to avoid both of the grade crossings hereinafter referred to, was offered and received in evidence. The plan for eliminating such grade crossings by deflection of highway approved by the representatives of Spokane county and by the respondent, Great Northern Railway Company. Whereupon the proceeding was continued with the understanding that such plan would be adopted and that the commissioners of Spokane county would immediately proceed to secure the necessary right of way. Thereafter some objection to the deflection of the highway was interposed by property owners residing in the vicinity of said grade crossings and this proceeding was again assigned for hearing for the purpose of

affording such property owners an opportunity of presenting to the Commission their objections to the proposed deflection of the highway.

On March 11, 1916, this proceeding came on for hearing before the Public Service Commission of Washington at the assembly room of the Spokane Chamber of Commerce in Spokane, Washington, notice of such hearing having been served on all property owners affected by the proposed deflection of highway and published in the Spokane Chronicle, a newspaper of general circulation in the community where such grade crossings are situated, on March 8, 1916, such publication having appeared in the regular and entire issue of said newspaper more than two days prior to the date of said hearing. At said hearing Commissioners Arthur A. Lewis and Frank R. Spinning were present. The commissioners of Spokane county were represented by Messrs. Charles R. Howard, J. S. Bishop and W. H. McVey, members of the board of county commissioners of said county, and by Mr. J. W. Strack, county engineer. Respondent Great Northern Railway Company was represented by Mr. Thomas Balmer, its attorney. The following named property owners appeared in person:

F. B. Hayford, Cora B. Hayford, O. Scott, Leona J. Scott. Mr. W. M. Atkinson, an interested property owner, was represented by said F. B. Hayford. The board of supervisors of the West Spokane township was represented by Messrs. Robert A. Ehricks, Joseph Horner and Earl Shillian, members of said board.

Witnesses were sworn and examined and said hearing was concluded, after affording all persons and parties interested an opportunity to be heard and introduce evidence. The Commission having considered the evidence and being fully advised in the premises makes the following

FINDINGS OF FACT.

I

Respondent Great Northern Railway Company is a corporation owning, operating and maintaining a railway over and across section 5 and the northwest corner of section 8, township 25 north, range 42 east, W. M. Said railway intersects and crosses at grade a public highway known as Euclid road, at a point in the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 8 at a point on said railway line about 100 feet, measured along the center line of said railway, southwesterly from the point of intersection of the north line of said section 8 by the center line of said railway, which grade crossing is hereinafter referred to as grade crossing No. 1. Said railway also intersects and crosses at grade said Euclid road at a point in the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said section 5, at a point about 100 feet, measured along the center line of said railway from the point of intersection of the south line of said section 5 by the center line of said railway, said grade crossing being located about 190 feet east of the west line of said section 5, and being hereinafter referred to as grade crossing No. 2.

II

Said grade crossing No. 1 is located near the west end of a deep thorough cut through which said railway extends, the embankments of which thorough cut so obstruct and limit the view of travelers on the highway when approaching said grade crossing from either direction that such travelers are unable to see approaching trains or engines until within approximately 10 feet of the railway crossing. East bound trains approaching the crossing operate on a descending grade of one per cent for a considerable distance before and at the time of reaching said crossing, so that such trains when approaching the crossing are seldom using steam and travelers on the highway are seldom able to hear an east bound train approaching the crossing until the train is practically at the crossing. Conditions affecting the safety of travelers on the highway in relation to west bound trains are practically the same as the conditions hereinbefore described, with the exception that west bound trains approach the crossing on an ascending grade and the hazard is somewhat decreased by the noise attendant upon the operation of the trains on an ascending grade. This grade crossing is one of the most dangerous grade crossings, if not the most dangerous, which has come to the attention of the Commission. None of the parties to this proceeding and none of the interested property owners introduced any evidence tending to contradict the claim that said grade crossing is an exceptionally dangerous one, or to controvert the proposition that the dangerous condition of such grade crossing justifies the expenditure of a very substantial sum of money to secure the elimination thereof.

III

Grade crossing No. 2 is located at or near the westerly end of an embankment which is located on the northerly side of the railway between the railway and the highway, and which extends from a point very near the grade crossing to a point approximately one quarter of a mile southeasterly therefrom. The top of this embankment is approximately six feet higher than the railway track, while the highway which substantially parallels the railway from this grade crossing easterly, a distance of about one quarter of a mile, is at several points located on ground considerably lower than the railway track. Travelers proceeding westerly on the highway when at points from one quarter to one half mile, are able to secure a fairly satisfactory view of the railway track opposite that portion of the highway, but when such travelers reach a point about one-quarter of a mile westerly from the crossing they are unable to secure a satisfactory view of the railway track or west bound trains approaching the crossing until such travelers reach a point very close to the crossing, the exact distance not being shown by the testimony. The hazard caused by the obstruction referred to is somewhat decreased by the fact that west bound trains approaching the crossing, operate on an ascending grade

of about one per cent. Aside from the obstruction referred to, crossing No. 1 is not an extraordinarily dangerous grade crossing.

IV

Said grade crossing No. 1 is located approximately 2,200 feet on a direct line easterly from grade crossing No. 2. At a point on said Euclid road, about 750 feet west of grade crossing No. 1 a public highway extends from said Euclid road southerly through the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 8 and intersects said railway and crosses under the railway track at a point about 500 feet south of said Euclid road, which branch highway continues in a generally southerly direction, after passing under said railway track, at the point referred to and connects with a public road which leads into the city of Spokane and which public highway is also connected with other public highways in the vicinity. That the distance from said Euclid road where said public highway extends southerly therefrom to the city of Spokane via the route above described, on which said undercrossing is located, is from two-fifths to three-fifths of a mile longer than the distance between said point on said Euclid road where said highway extends southerly therefrom, to the city of Spokane via the Euclid road. That it is practicable, desirable and reasonable to divert the travel from said Euclid road to said public highway which extends southerly therefrom at the point hereinbefore described and on which said undercrossing is located, for the purpose of eliminating, closing and abandoning said grade crossing No. 1, and the public safety requires the diversion of such travel from said Euclid road and the elimination, closing and discontinuance of said grade crossing No. 1.

The Commission is satisfied that said grade crossing No. 1 must be eliminated either by constructing an undercrossing of said railway at or near the point where said grade crossing No. 1 is located, or by deflecting such highway and relocating and reconstructing same on the southerly side of said railway from a point near said grade crossing No. 1 to a point near said grade crossing No. 2, thereby eliminating both of said grade crossings. The adoption and completion of either of said plans will require a period of several months, but during such period said grade crossing No. 1 may be closed without material inconvenience to the public. As soon as the Commission's investigation concerning these crossings is completed a further order will be made and entered in this proceeding.

WHEREFORE, IT IS ORDERED, That said grade crossing No. 1 shall be closed and the travel on said highway diverted to said public highway which extends from said Euclid road southerly, and on which is located said undercrossing.

This order shall become effective and operative twenty days after service.

No. 1696.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. GREAT NORTHERN RAILWAY COMPANY AND COMMISSIONERS OF SPOKANE COUNTY, WASHINGTON, *Respondents*.

SUPPLEMENTAL FINDINGS OF FACT AND ORDER.

The Commission having made and entered findings of fact in the above entitled proceeding on March 25, 1916, and having ordered that grade crossing No. 1, referred to in said findings, be closed and travel on said highway diverted to another channel, all of the findings of fact above referred to and made and entered on March 25, 1916, are hereby adopted and made a part of these findings, and in addition thereto the Commission, having considered the evidence and being fully advised in the premises, makes the following:

SUPPLEMENTAL FINDINGS OF FACT.

I

Three plans are disclosed by the evidence and have been submitted to the Commission for consideration. These plans will be referred to as plans "A," "B" and "C."

Plan "A" contemplates the separation of grades of said Great Northern Railway and said Euclid road at or near the point where grade crossing No. 1, described in the findings of fact entered March 25, 1916, is located. The adoption of this plan would result in the elimination of grade crossing No. 1, and the continued use of grade crossing No. 2. The Great Northern Railway has been permanently located for long distance in either direction from grade crossing No. 1 and the road bed, bridges, culverts and other structures used in connection therewith throughout such permanent location have been constructed in a permanent manner. Should separation of grades at grade crossing No. 1 be required the character of construction should be permanent. Plan "A" contemplates an undercrossing of the railway by the highway which would necessitate a structure suitable for carrying the railway over the highway. A permanent structure for carrying the railway over the highway would consist of concrete abutments with a steel span, the cost of which would be upwards of \$7,000. The cost of a wooden structure would be approximately \$3,600, and such structure would have to be renewed from time to time and would require a maintenance cost in excess of the maintenance cost which would be required by a permanent structure. At the point where the grade separation would have to be made the railway is constructed on a one per cent grade and on a six degree curve. The wooden structure would be objectionable from an operating standpoint because of the one per cent grade at that point, and the six degree curve mentioned. Separation of grades at or near the point where grade crossing No. 1 is located would eliminate that crossing only, while grade crossing No. 2 would remain.

Plan "B" contemplates deflection of said Euclid road, commencing at a point approximately 600 feet south of grade crossing No. 1, running thence in a general westerly direction and on the southerly side of the Great Northern Railway and connecting with said Euclid road at a point thereon near the northwest corner of section 8, township 25 north, range 42 East W. M., following a survey made by the Commission's engineer. The adoption of this plan would eliminate both grade crossing No. 1 and grade crossing No. 2. The cost of constructing the highway along the foregoing route would be approximately \$4,500.

Plan "C" contemplates deflection of Euclid road, commencing at a point on said road in the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of section 5, township 25 north, range 42 East, W. M., and 325 feet more or less east of the north and south quarter line of said section 5, extending in a general westerly direction and on the southerly side of the Great Northern Railway and reconnecting with said Euclid road at or near the northwest corner of section 8, said township and range, following a survey made by and under the direction of the county engineer of Spokane county, Washington. The adoption of plan "C" would eliminate said grade crossing No. 1 and said grade crossing No. 2, while the cost of constructing said highway along the route contemplated by said plan "C" would be considerably less than the cost of constructing the highway along the route contemplated by plan "B," the county engineer having estimated that the cost of constructing the highway along the route of plan "C" would be approximately \$2,300, which is exclusive of right of way cost. Nearly midway between grade crossing No. 1 and grade crossing No. 2 an undercrossing of said railway by a highway is maintained, which highway connects with said Euclid road at a point on the line between section 5 and section 8 approximately 1,600 feet east of the northwest corner of said section, 8 and extends southerly from said Euclid road passing under said railway at the undercrossing referred to and continuing in a southerly direction to and connecting with a county road known as Mission road, located on the line between said section 8 and section 17, in said township and range. It is practicable to connect said highway, which extends from said Euclid road southerly and passes under said railway at the undercrossing mentioned, with the proposed highway contemplated by plan "C" so as to provide suitable, adequate and sufficient highway facilities to serve the property and property owners located on the north side of the railway and now served by said Euclid road. The Euclid road has been constructed, and is maintained, with about 200 feet of 10 per cent grade and a short approach of nine per cent grade on the west side of and near grade crossing No. 1, while the maximum grade required on the highway deflection contemplated by plan "C" is six per cent, which would extend for a distance of about 200 feet along said highway. The grades available on the route contemplated by plan "C" are decidedly better grades for highway purposes than the existing

grades on that portion of Euclid road which is located between grade crossing No. 1 and grade crossing No. 2.

II

That it is practicable, necessary and advisable to deflect, relocate and reconstruct said highway, and the public safety and public interest requires the deflection, relocation and reconstruction of said highway along the route, and in the manner, hereinafter described, to-wit:

Commencing at a point on said Euclid road in the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of section 5, township 25 north, range 42 east, W. M., and 325 feet, more or less, east of the north and south quarter line of said section 5 and extending southwesterly to the south line of said section 5; thence on the south side of the Great Northern Railway and over and across the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ and the NW $\frac{1}{4}$ of section 8, township and range aforesaid, reconnecting with said Euclid road at a point on or near the line between said section 5 and said section 8 and 100 feet, more or less, east of the northwest corner of said section 8; as same has been surveyed, located and staked on the ground by the county engineer of Spokane county, Washington, between said points of connection with said Euclid road hereinbefore specified, and over and across the subdivisions of said section 5 and section 8 hereinbefore described.

III

That in order to deflect, relocate and reconstruct said highway and to eliminate said grade crossing No. 1, and said grade crossing No. 2 it is necessary to take the following strip or parcel of land, to-wit:

A strip or parcel of land 60 feet wide extending from a point on said Euclid road in the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of section 5, township 25 north, range 42 east, W. M., and 325 feet, more or less, east of the north and south quarter line of said section 5, southwesterly to the south line of section 5, thence on the south side of the Great Northern Railway and over and across the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 8, and the NW $\frac{1}{4}$ of said section 8, connecting with said Euclid road at a point on or near the line between section 5 and section 8, and 100 feet, more or less, east of the northwest corner of said section 8; said strip of land lying thirty feet in width thereof on either side of the center line of said proposed highway, as the same has been surveyed, located and staked on the ground by the county engineer of said Spokane county between the points of connection with said Euclid road hereinbefore specified and over and across the subdivision of said section 5 and said section 8, hereinbefore described.

IV

That for the purpose of laying out and constructing said highway along the route described in the last preceding paragraph in order to deflect, relocate and reconstruct said highway to eliminate said grade

crossings it is necessary to damage or injuriously affect the following described private lands, property and property rights, to-wit:

The SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of section 5, township 25 north, range 42 east, W. M., of which tract of land one M. Braun is the reputed owner.

The NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of section 8, township 25 north, range 42 east, W. M., of which tract of land one William Atkinson is the reputed owner.

A tract of land containing one acre located in the northeast corner of the NE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of section 8, township 25 north, range 42 east, W. M., such acre tract being bordered on the east by the north and south quarter line of said section 8; on the west by a line lying parallel with, west of and approximately 125 feet distant from said north and south quarter line of said section 8; on the north by the north line of said section 8 and on the south by a line lying parallel with, south of and distant approximately 350 feet from the north line of said section 8, of which acre tract one C. E. Carrington is the reputed owner:

That portion of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of section 8, township 25 north, range 42 east, W. M., which lies on the southerly, southeasterly and easterly side of the right of way of the Great Northern Railway, which extends over and across a portion of said tract, of which tract of land W. H. McClure is the reputed owner, excepting said acre tract hereinbefore described, of which C. E. Carrington is the reputed owner.

That portion of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 8, township 25 north, range 42 east, W. M., which lies on the southerly and southwesterly side of the right of way of said Great Northern Railway which extends over and across a portion of said tract, of which tract one M. Braun is the reputed owner.

V

Considering the amount and character of travel on said railway and on said highway, the grade and alignment on said railway and said highway, the cost of separating grades, the cost of separating grades compared with the cost of deflecting said highway so as to eliminate said grade crossing No. 1 and said grade crossing No. 2, the topography of the country and all other circumstances and conditions naturally involved in such inquiry and all of the evidence produced in this proceeding, the Commission finds that it is impracticable to separate the grades of said railway and said highway at or in the vicinity of, or for the purpose of eliminating, said grade crossing No. 1.

VI

Said Euclid road serves an important community occupying an area of approximately 100 square miles, and follows the natural route of travel between such community and the city of Spokane. Said road is one of the principal highways connecting said city with the several

communities located in the vicinity thereof and carries a large amount of automobile and other vehicle traffic.

That section of said highway which is to be relocated and reconstructed will be about 600 feet longer than the existing section which is to be replaced thereby, but the reduction in grades will about balance this difference in distance. Twelve regular trains are operated daily over said railway; these trains consist of six passenger trains, four freight trains and two fast mail trains.

Considering all of the facts, conditions and circumstances disclosed by the evidence, the Commission finds that the benefits accruing to the county equal the benefits accruing to the railroad by reason of the improvement contemplated and hereinafter ordered, and that justice requires the apportionment of the entire expense of such improvement between said Great Northern Railway Company and the county of Spokane, Washington, equally, that is, one-half thereof to said railway company and one-half thereof to said county.

WHEREFORE, IT IS ORDERED, That said highway be changed, deflected, relocated and reconstructed along the route contemplated by said plan "C," and described in paragraph No. 2, for the purpose of avoiding and eliminating said grade crossing No. 1 and said grade crossing No. 2.

IT IS FURTHER ORDERED, That the work of changing, deflecting, relocating and reconstructing said highway along the proposed route contemplated by said plan "C" and described in said paragraph No. 2 of the foregoing findings shall be performed and completed, and that both of said grade crossings be abandoned, vacated and closed on or before September 1, 1916: *Provided, however,* That said grade crossing No. 2 may be converted into a private crossing upon completion of said change and deflection of said highway.

Provided, however, That nothing in this order contained shall be construed as permitting the opening or use of said grade crossing No. 1 pending the completion of the work of changing, deflecting, relocating and reconstructing said highway.

IT IS FURTHER ORDERED, That the entire expense of said improvement be, and the same hereby is apportioned between said Great Northern Railway Company and said county of Spokane equally, that is, one-half thereof to said railway company and one-half thereof to said county.

No. 1707.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON ON THE RELATION OF THE COMMISSIONERS OF PACIFIC COUNTY, WASHINGTON, *Complainants*, V. PUGET SOUND & WILLAPA HARBOR RAILWAY COMPANY, A CORPORATION, *Respondent*.

This cause came on for hearing before the Public Service Commission of Washington at South Bend, Washington, on January 4, 1916, Commissioner Frank R. Spinning being present. The commissioners

of Pacific county were represented by Mr. Charles B. Nims, county engineer; the Puget Sound and Willapa Harbor Railway Company was represented by Mr. F. M. Barkwill, its attorney, and Mr. A. J. Seaman, one of the interested property owners hereinafter mentioned, appeared in person. Witnesses were sworn and examined and the cause submitted to the Commission for its findings and order. The Commission having considered the evidence and being fully advised in the premises, makes the following

FINDINGS OF FACT.

I

That respondent Puget Sound & Willapa Harbor Railway Company is a corporation owning, operating and maintaining a railroad which extends over and across the premises in Pacific county, Washington, hereinafter described.

II

That there now exists a public highway in said county known as the Mill Creek road, which is now located and has for many years past been maintained by said county, over and across the following described property and along the route hereinafter designated, to-wit:

Commencing at a point north of and adjacent to the north right of way line of said Puget Sound & Willapa Harbor Railway in the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of section 1, township 13 north, range 8 west, W. M., and approximately 500 feet west of the north and south center line of said section; extending thence in a southeasterly direction over and across the right of way of said railway company and crossing said railway at grade, which crossing is hereinafter referred to as crossing No. 1; continuing thence in a southeasterly and easterly direction to the said north and south line of said section, which north and south center line is the east line of a tract of land owned by one E. F. Rhodes, hereinafter mentioned, the title to which tract is under contract of sale to one John King, hereinafter mentioned; continuing thence in an easterly direction over and across the W $\frac{1}{2}$ of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, which tract of land is owned by said E. F. Rhodes and the title to which is under contract of sale to one John Arts, hereinafter mentioned; thence continuing in an easterly direction over and across the E $\frac{1}{2}$ of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, which tract of land is owned by E. F. Rhodes, the title to which is under contract of sale to one Oscar Mickelson, hereinafter mentioned; continuing thence in a northeasterly direction over and across the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1; intersecting and crossing said railway at grade at a point near the north center line of said E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, which grade crossing is hereinafter referred to as crossing No. 2; that portion of said E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, which lies on the northerly side of the center line of said highway, being the property of one Mary Hufaker, hereinafter men-

tioned, the said Oscar Mickelson having some right, title or interest therein, the nature of which is not shown; that portion of said E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, which lies on the southerly side of the center line of said highway, being the property of one Anna Stephens, hereinafter mentioned; thence crossing Mill Creek on a bridge constructed and maintained by said county, near the east line of said SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1; continuing thence in a southeasterly direction, practically parallel with and on the northeasterly side of said Mill Creek over and across the southwest corner of the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, said tract of land being owned by the South Bend Mills & Timber Company, hereinafter mentioned; continuing thence in a southwesterly direction substantially parallel with said Mill Creek and within a few hundred feet thereof, intersecting and crossing the right of way and railroad of said railway company at grade at or near the south end of its railroad bridge, which crosses said Mill Creek in the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 1, which grade crossing is hereinafter referred to as crossing No. 3; continuing thence in a southeasterly direction and between said Mill Creek and the right of way of said railway company, to a point in said NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 1, where said highway intersects said railroad right of way and continues on said right of way parallel with the railroad track and very near the same to a point at or near the south line of said NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 1, where said highway leaves the right of way of said railway and continues in a southeasterly direction between said Mill Creek and said right of way, to a point near and south of George Hermans' barn in the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 1; continuing thence in an easterly direction over and across said right of way and said railroad at grade, which grade crossing is hereinafter referred to as crossing No. 4; continuing thence in a generally southeasterly direction on the northeasterly side of said right of way, and thence along the northeasterly line of said right of way to the east line of said section 1; the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 1 being the property of said George Hermans, hereinbefore and hereinafter referred to; continuing thence in a general southeasterly direction substantially parallel with and near said railway right of way and on the northeasterly side thereof, to a point in the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of section 6, township 13, north, range 7 west W. M., where said highway intersects and crosses said right of way and said railroad at grade, said railway crossing being hereinafter referred to as grade crossing No. 5; continuing thence in a southeasterly direction and between said Mill Creek and said railway right of way to and through the northeast corner of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of section 7, township 13 north, range 7 west, W. M., intersecting and crossing said railway right of way and said railroad at grade at a point in the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 7 near the west line of said NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 7, which grade crossing is hereinafter re-

ferred to as crossing No. 6; continuing thence in a general southeasterly direction for a distance of approximately 500 feet measured along the center line of said railway, thence intersecting and crossing said right of way and railroad at grade, which grade crossing is hereinafter referred to as crossing No. 7; continuing thence in a general southeasterly direction between said right of way and said Mill Creek, a distance of approximately 450 feet, measured along the center line of said railroad; thence intersecting and crossing said right of way and railroad at grade, which grade crossing is hereinafter referred to as crossing No. 8; continuing thence on the northeasterly side of said right of way and in a general southeasterly direction, a distance of approximately 300 feet, measured along the center line of said railroad, thence intersecting and crossing said railway at grade, which grade crossing is hereinafter referred to as crossing No. 9; continuing thence on the right of way of said railway substantially parallel with and on the southwesterly side of said railway to the east line of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 7, the title to the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said section 6 and the N $\frac{1}{2}$ of the NW $\frac{1}{4}$ of said section 7 being vested in the South Bend Mills & Timber Company; continuing thence in a southeasterly direction between said railroad track and said Mill Creek, a distance of approximately 200 feet, measured along said highway over and across the southwest corner of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 7, which tract of land is owned by the Willapa Lumber Company; continuing thence in a general southeasterly direction between said railroad right of way and said Mill Creek to the point where the old channel of said Mill Creek is located within a few feet of the southwesterly right of way line of said railway, where said highway enters upon the right of way of said railway and follows on and along such right of way opposite a bridge owned and maintained by said railway company, under which bridge it is proposed to locate the under crossing of said railway hereinafter referred to; continuing thence in a southerly and southeasterly direction and on the westerly and southerly side of said railway to a point in the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, approximately 200 feet east of the west line of said NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7; thence intersecting and crossing said railway at grade, which grade crossing is hereinafter referred to as crossing No. 10; continuing thence in a southeasterly direction and on the right of way of said railway and in close proximity to said railway track, a distance of approximately 350 feet, thence continuing in a southeasterly direction and on the northeasterly side of said railway right of way to the south line of said NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7; the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ and the N $\frac{1}{2}$ of the SE $\frac{1}{4}$ of said section 7 being the property of the South Bend Mills & Timber Company; continuing thence in a southeasterly direction and on the northeasterly side of said railroad right of way, a distance of approximately 200 feet, thence in an easterly direction, a distance of approximately 200 feet to the east line of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, crossing a tract of land owned by one F. G. McIntosh, under contract of sale to A. J. Seaman hereinbefore and hereinafter mention-

ed, said highway terminating at its intersection with the east line of said SE¼ of the SE¼ of said section 7, such line being the west line of a tract of land owned by one Carrie Cady, hereinafter mentioned.

III

Said crossing No. 1, is so located and the topography at and in the vicinity thereof is such that it is unusually dangerous. The grade of the highway approaching the crossing from the west is very steep, commencing at some distance from the railway and extending to the crossing; the said crossing is located on a reverse curve. Travelers on the highway approaching crossing No. 1, from the east have practically no view along the railway track westerly from the crossing, while the view of the enginemen approaching the crossing from either direction is so limited as to make such crossing very dangerous. That it is impracticable to separate the grades of said railway and said highway at said point or to deflect said highway so as to provide for separation of grades or for a safer grade crossing within a reasonable distance in either direction from the existing crossing, for the reason that the cost of separating grades or deflecting said highway for the purpose indicated would be prohibitive, and that a site for a safer grade crossing or for a new location with separation of grades does not exist within a reasonable distance of the existing crossing, except where the cost would be prohibitive and the approaches to an over crossing or under crossing or a grade crossing would be so steep as to be impracticable and dangerous.

Crossing No. 2, is also an unusually dangerous crossing. There is a hill on the south side of the track which obstructs the view to the extent that travelers on the highway approaching the crossing from the west have no view available along the railway to the east, except after such travelers reach the crossing where the view to the east does not exceed 50 feet. Enginemen approaching the crossing from the east have no view available to enable them to discover travelers on the highway approaching the crossing. The limited view mentioned cannot be improved for the reason that the obstructions which limit such views consist of the hill side which could not be removed without prohibitive cost and expense. That it is impracticable to construct or maintain an over crossing or under crossing at said railway at or in the vicinity of said crossing No. 2 or to deflect said highway so as to provide an over crossing or under crossing or a safer grade crossing within a reasonable distance from said crossing No. 2, for the reason that the topography of the land is such that the cost of separating grades at or near the vicinity of said crossing No. 2, or within a reasonable distance in either direction therefrom, would be so great that it would not be justified by the amount and character of the travel on the highway and the traffic on the railway, or by other conditions or circumstances naturally involved in this inquiry.

That crossings Nos. 3, 4, 5, 6, 7, 8, 9 and 10 are each and all dangerous crossings; that the views obtainable by travelers on the

highway approaching such crossings are limited to such extent that such grade crossings cannot be used by such travelers without great risk existing, even when exercising more than ordinary care and caution. That the approaches to said crossings are steep and dangerous and the topography of the land at and in the vicinity of each and all of said crossings is such that said crossings cannot be improved so as to materially increase the length of views which may be obtained by travelers on the highway when approaching such crossings, or materially reduce such steep and dangerous grades. That it is impracticable to deflect said highway at or in the vicinity of either of said crossings so as to provide for separation of grades or for safer grade crossings, without such expense as would be prohibitive, considering the amount and character of the travel on the highway, traffic on the railway, and other conditions and circumstances as are naturally involved in this inquiry.

IV

That at the several points hereinbefore described where said highway enters upon and follows on and along the right of way of said railway, the highway is located in such close proximity to the railway that travel on said highway at said points is extremely hazardous, and said highway cannot be relocated or reconstructed at or in the vicinity of such places so as to eliminate or materially lessen the danger of using same without prohibitive expense and without introducing grades in said highway at such points which would be impracticable.

V

That it is impracticable to eliminate or improve any of said grade crossings or relocate said highway so as to eliminate said grade crossings, or secure safer grade crossings, or provide for separation of grades, or to eliminate or lessen the danger resulting from the location of said highway on and along the right of way of said railway at the several points hereinbefore described and referred to, except in the manner hereinafter specified.

VI

That it is practicable, necessary and advisable to abandon, and public safety and public interest require the abandonment of, all of that portion of said highway hereinbefore described, from said point approximately 500 feet west of the east line of the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 1 to the end thereof at the north and south line between said sections 7 and 8; and it is practicable, necessary and advisable to deflect, relocate and reconstruct said highway, and the public safety and public interest require the deflection, relocation and reconstruction of said highway along the route and in the manner hereinafter described, to wit:

Commencing at said point approximately 500 feet west of the east line of the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 1, continuing thence adjacent to and on the northerly and northeasterly side of the north and

easterly right of way line of the said railway over and across said tract of land in the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 1, owned by said E. F. Rhodes and under contract of sale to said John King; thence continuing easterly over and across said tracts of land in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, owned by said E. F. Rhodes and under contract of sale to said John Arts and said Oscar Mickalson, respectively; thence over and across the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1; thence over and across the southwest corner of the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1; thence over and across the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 1; thence over and across the northeast corner of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 1; thence over and across the southwest corner of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of said section 6; thence over and across the northeast corner of the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 7; thence nearly diagonally over and across the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 7; thence over and across the southwest corner of the NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 7; thence continuing adjacent to and on the northeasterly side of the northeasterly right of way line of said railway to a point opposite the northwesterly end of said railroad bridge in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 7; thence under said railway bridge and over and across said railway right of way and continuing thence southerly on the westerly side of said railway right of way and near the same to the intersection of the northerly line of the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, such intersection being at a point approximately 100 feet west of the point of intersection of said north line of said NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7 by the center line of said railway; continuing thence south 2 degrees, 50 minutes east, a distance of approximately 725 feet; thence on a curve having a radius of 225 feet, to the east, a distance of approximately 75 feet; thence south 23 degrees, 32 minutes east, a distance of approximately 75 feet, crossing said Mill Creek; thence on a curve having a radius of 148 feet to the west; a distance of approximately 100 feet; thence south 20 degrees, 30 minutes west, a distance of approximately 85 feet; thence on a curve 13 degrees, 30 minutes, to the east, a distance of approximately 250 feet, intersecting and crossing the north line of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, at a point approximately 420 feet west of the northeast corner of said SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section; continuing thence on a 13 degree, 30 minute curve to the east, a distance of approximately 420 feet; thence on a tangent south, 69 degrees, 30 minutes east, intersecting and crossing the east line of the said SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, at a point approximately 360 feet south of the northeast corner of said SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7; continuing thence south, 69 degrees, 30 minutes east, a distance of approximately 1400 feet, intersecting and crossing the east line of said section 7, at a point approximately 450 feet north of the southeast corner of said section; continuing thence south, 69 degrees, 30 minutes east, a distance of approximately 125 feet; thence on a 5 degree, 15 minute curve to the north, a distance of

approximately 200 feet; thence south, 80 degrees, no minutes east, a distance of approximately 250 feet, at which point the north right of way line of said highway intersects the south right of way line of said railway; continuing thence easterly adjacent to, parallel with, and on the southerly side of the south right of way line of said railway to the east line of said section 8, the center line of said highway intersecting said east line of said section 8, approximately 1100 feet north of the southeast corner of said section 8.

VII

That by deflecting, relocating and reconstructing said highway along the route and in the manner described in the last preceding paragraph, all of said grade crossings and all of said places where the existing highway is located upon and along the right of way of said railway may, and will be, eliminated, leaving but one crossing of said railway by said highway, such crossing to be an under crossing of said railway by said highway at the point on said railway where said railway bridge is located in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 7.

VIII

On November 30, 1915, the board of county commissioners of Pacific county, Washington, and respondent Puget Sound & Willapa Harbor Railway Company, entered into an agreement in writing, which agreement recited the pendency of this proceeding before this Commission for the elimination of the grade crossings hereinbefore described and of the conflictions of the location between the railroad line and the public highway hereinbefore referred to and provided, among other things, that for the purpose of eliminating each and all of said grade crossings and eliminating the conflictions between the railway right of way and the highway right of way, hereinbefore referred to, and removing said highway from such dangerous proximity to said railway, said Pacific county should, and it thereby covenanted and agreed that it would, at its own cost and expense, save and except as hereinafter provided, acquire the right of way for and construct and thereafter maintain said highway on and along the proposed route substantially as described in paragraph VI hereof, said highway to be at all points between the westerly terminus thereof, hereinbefore described as the point opposite crossing No. 1, and the said proposed under crossing in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 7, on the northerly side and outside of the limits of the right of way of said railway company and at all points from said under crossing to the east line of said section 8 on the southerly side of and outside of the limits of the right of way of said railway company. That said Pacific county should, and it thereby covenanted and agreed that it would abandon all of those portions of the said existing highway which are within the limits of the right of way of said railway company, and that it should, and thereby did grant unto said railway company, the right to appropriate and use as a part of its railroad right of way, all those portions of the

existing highway and right of way therefor, which are within the limits of said railway company's right of way, providing, however, that nothing in said agreement contained should be construed as authorizing or permitting the railway company to cross the existing public highway or to remove the existing crossings until the county shall have opened the new highway for public travel, as in said agreement provided, but that whenever said new highway is open for public travel, or any portion thereof is so opened as to permit by the use thereof, any of the existing crossings to be eliminated, the railway company may thereupon eliminate such crossing or crossings. That said Pacific county should, and it thereby covenanted and agreed that it would, complete that portion of its said proposed highway extending from said initial point in the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 1 easterly to the east line of said section 8, or so much thereof as should be necessary to eliminate said crossings and said conflictions of location on and before October 1, 1916. That said railway company should, and it did thereby, grant unto said county the right to locate, construct and maintain its proposed highway under the railway and across the right of way of said railway company at the point in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 7, where said railroad bridge is located, said highway at said point to pass under the existing railroad bridge there constructed, said agreement providing the particular angle and location of said under crossing. Said agreement also provided that the width of said highway at said under crossing should be such as may be constructed under the existing railroad bridge without alterations therein, and that the county should not at any time, for the purpose of securing any greater vertical clearance, require the railway company to elevate or change the grade of its tracks over the said railroad bridge but that if at any time said county should desire to secure any greater vertical clearance than the existing elevation, than said tracks will give, it should secure the same by depressing the grade of said highway. Said agreement also provided that said railroad company may at any time, and shall whenever the county shall advise the company that necessity exists for a greater horizontal clearance than is now provided by the structure of the existing bridge, alter, change or reconstruct its said railroad bridge so as to provide an opening of 20 feet in the clear, such opening to be at right angles to the center line of the railway company's tracks; all of the work of altering, changing or reconstructing said railroad bridge to be done and performed by the railway company at its own cost and expense. Said agreement also provides that said railway company should, and it thereby covenanted and agreed, that it would, for the purpose of aiding in the construction of said highway, pay into the fund to be created by the county for such purpose, the sum of \$3,760.25, \$1,750.00 of said sum to be paid by the railway company upon an entry of an order of the Public Service Commission of Washington pursuant to the provisions of such contract as therein provided and the remainder of said sum to be paid upon the

opening of the necessary portion of said new highway and the elimination of said grade crossings and conflicting locations as therein provided.

IX

That it is practicable and feasible to construct said highway under said bridge with a sufficient vertical clearance without the elevation or change of grade of the tracks of said railway over said bridge.

X.

That in order to deflect, relocate and reconstruct said highway, and to eliminate any or all of the grade crossings hereinbefore described, it is necessary to take the following pieces or parcels of land, to-wit:

A strip or parcel of land 40 feet wide lying adjacent to, on the northerly side of, and parallel with the north right of way line of said railway, commencing at a point 500 feet, more or less, west of the east line of the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 1, township 13 north, range 8 west W. M., and extending to the east line of said SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 1, such tract being a part of the land owned by said E. F. Rhodes and under contract of sale to said John King.

A strip or parcel of land 40 feet wide lying adjacent to on the northerly side of and parallel with the north right of way line of said railway, extending from the west line of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., to the east line of the W $\frac{1}{2}$ of the W $\frac{1}{2}$ of said SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, such strip or parcel of land being a part of said tract owned by said E. F. Rhodes and under contract of sale to the said John Arts.

A strip or parcel of land 65 feet in width lying adjacent to on the northerly side of and parallel with the north right of way line of said railway, extending from the west line of the E $\frac{1}{2}$ of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., to the east line of said E $\frac{1}{2}$ of the W $\frac{1}{2}$ of said SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, such a strip or parcel of land being a part of the tract owned by said E. F. Rhodes and under contract of sale to said John Mickalson.

It will be necessary to change and relocate a portion of the channel of said Mill Creek at and in the vicinity of the point at which the present location of said channel covers the strip or parcel of land last above described, for which reason it is necessary to take a strip or parcel of land 65 feet in width, hereinbefore described, instead of a 40 foot strip or parcel of land.

A strip or parcel of land 40 feet wide, lying adjacent to the northeasterly side of and parallel with the northeasterly right of way line of said railroad, extending from the west line of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, to the center line of the existing county road; said strip or parcel of land being a part of the tract of land owned by said Mary Rufaker and lying on the northerly side of said existing county road, as the same is located and established over and across said E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1. The

southwest corner of the residence of said Mary Hufaker extends over and on to said strip or parcel of land, a distance of 1.6 feet. There is no necessity for taking that portion of the said strip or parcel of land occupied by said southwest corner of said building.

A strip or parcel of land 40 feet in width lying adjacent to on the northeasterly side of and parallel with the northeasterly right of way line of said railway, extending from the center line of said county road as the same is located and established over and across the southeast corner of that portion of the $E\frac{1}{2}$ of the $SW\frac{1}{4}$ of the $NE\frac{1}{4}$ of said section 1, which lies on the northerly and easterly sides of said railroad right of way, over and across that portion of the $E\frac{1}{2}$ of the $SW\frac{1}{4}$ of the $NE\frac{1}{4}$ of said section 1, which lies on the southerly and easterly side of the center line of said existing county road, as the same is located, established and maintained and to the east line of the $SW\frac{1}{4}$ of the $NE\frac{1}{4}$ of said section 1, said strip or parcel of land being a part of the tract owned by said Anna Stephens.

A strip or parcel of land 40 feet wide lying adjacent to on the northerly and easterly side of and parallel with the northerly and easterly right of way of said railroad, extending over and across the $NE\frac{1}{4}$ of the $SE\frac{1}{4}$ of said section 1 and over and across the northeast corner of the $SE\frac{1}{4}$ of the $SE\frac{1}{4}$ of said section 1, said strip or parcel of land being a part of the tract of land owned by said George Hermans.

A strip or parcel of land 40 feet wide lying adjacent to on the northeasterly side of and parallel with the northeasterly right of way line of said railroad, extending over and across the southwest corner of the $NW\frac{1}{4}$ of the $NE\frac{1}{4}$ of section 7, township 13 north, range 7 west, W. M., said strip or parcel of land being a part of a tract of land owned by the Willapa Lumber Company and others.

A strip or parcel of land 40 feet in width, extending from the southwesterly right of way line of said railway where same is intersected and crossed by the proposed highway near the proposed under crossing of said railway by said highway in the $SW\frac{1}{4}$ of the $NE\frac{1}{4}$ of said section 7, extending thence southerly to and over and across the $NW\frac{1}{4}$ of the $SE\frac{1}{4}$ of said section 7, said strip or parcel of land being located 20 feet in width thereof on either side of the following described center line of the proposed highway: Commencing at the point where the center line of the proposed highway intersects and crosses the center line of said railway under the railway bridge, hereinbefore described, extending thence south 11 degrees, 28 minutes east, a distance of 360 feet, more or less, to a point in the $SW\frac{1}{4}$ of the $NE\frac{1}{4}$ of said section 7; thence south 2 degrees, 50 minutes east, a distance of 50 feet, more or less, to a point where the center line of said proposed highway intersects the north line of the $NW\frac{1}{4}$ of the $SE\frac{1}{4}$ of said section 7, and at a point approximately 100 feet, measured along said north line of said $NE\frac{1}{4}$ of the $SE\frac{1}{4}$ of said section 7 from the center line of said railway; continuing thence south 2 degrees, 50 minutes east, a distance of 725 feet, more or less, to a point; thence on the arc

of a curve, having a radius of 225 feet and curving to the left a distance of 75 feet, more or less; thence south 23 degrees, 32 minutes east, a distance of 75 feet, more or less, intersecting and crossing said Mill Creek; thence on the arc of a curve, having a radius of 148 feet, and curving to the right a distance of 110 feet, more or less; thence south 20 degrees, 30 minutes west, a distance of 85 feet, more or less; thence on an arc of a 13 degree, 30 minute curve, curving to the left a distance of 250 feet, more or less, to a point on the south line of the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, approximately 900 feet east of the north and south center line of said section 7; said strip or parcel of land being a part of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, owned by said South Bend Mills & Timber Company.

A strip or parcel of land 40 feet wide extending over and across the northeast corner of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7 and over and across the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, said strip or parcel of land lying 20 feet in width thereof on either side of the following described portions of the center line of the proposed highway: Commencing at said point on the north line of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, 900 feet, more or less, east of the north and south center line of said section 7; continuing thence on the arc of a 13 degree, 30 minute curve to the left a distance of 425 feet, more or less, to a point; thence on a tangent 69 degrees, 30 minutes east, a distance of 170 feet, more or less, to a point on the east line of the SW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, 930 feet, more or less, north of the south line of said section 7; continuing thence on a tangent south 69 degrees, 30 minutes east, over and across the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7 to a point on the east line of said section 7, 450 feet, more or less, north of the southeast corner of said section 7, said strip or parcel of land being a part of the S $\frac{1}{2}$ of the SE $\frac{1}{4}$ of said section 7, owned by said F. G. McIntosh, the E $\frac{1}{2}$ of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, being under contract of sale to said A. J. Seaman.

That the proposed highway is surveyed, located and staked on the ground over and across each of the several tracts of land in this paragraph before described, substantially in the manner hereinbefore specified.

XI

That for the purpose of laying out and constructing said highway along said new route, in order to deflect, relocate and reconstruct said highway, to provide said under crossing and to eliminate said grade crossings, it is necessary to damage or injuriously affect the following described private lands, property and property rights, to-wit:

That certain tract located in the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., owned by said E. F. Rhodes and under contract of sale to said John King.

The W $\frac{1}{2}$ of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., owned by said E. F. Rhodes and under contract of sale to said John Arts.

The E $\frac{1}{2}$ of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., owned by said E. F. Rhodes and under contract of sale to said Oscar Mickalson.

That portion of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., located on the north side of the center line of said existing highway as said highway is located, established and maintained over and across said E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, owned by said Mary Hufaker.

That portion of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., located on the south side of the center line of the said existing highway, as the same is located, established and maintained over and across said E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, owned by said Anna Stephens.

The E $\frac{1}{2}$ of the SE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., owned by said George Hermans.

The NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of section 7, township 13 north, range 7 west, W. M., owned by the Willapa Lumber Company.

The SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ and the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, township 13 north, range 7 west, W. M., owned by the South Bend Mills and Timber Company.

The S $\frac{1}{2}$ of the SE $\frac{1}{4}$ of said section 7, township 13 north, range 7 west, W. M., owned by said E. F. Rhodes; the E $\frac{1}{2}$ of the SE $\frac{1}{4}$ of said SE $\frac{1}{4}$ of said section 7 being under contract of sale to said J. A. Seaman.

XII

That the following described private lands, property and property rights will be affected by the proposed abandonment and vacation of that portion of said existing highway which it is proposed to abandon and vacate and which is described in paragraph II hereof, to-wit:

That certain tract located in the SE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., owned by said E. F. Rhodes and under contract of sale to said John King.

The W $\frac{1}{2}$ of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., owned by said E. F. Rhodes and under contract of sale to said John Arts.

The E $\frac{1}{2}$ of the W $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., owned by said E. F. Rhodes and under contract of sale to said Oscar Mickalson.

That portion of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., located on the north side of the center line of said existing highway as said highway is located, established and maintained over and across said E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, owned by said Mary Hufaker.

That portion of the E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., located on the south side of the center line of the said existing highway, as the same is located,

established and maintained over and across said E $\frac{1}{2}$ of the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 1, owned by said Anna Stephens.

The E $\frac{1}{2}$ of the SE $\frac{1}{4}$ of said section 1, township 13 north, range 8 west, W. M., owned by said George Hermans.

The NW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of section 7, township 13 north, range 7 west, W. M., owned by the Willapa Lumber Company.

The SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ and the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, township 13 north, range 7 west, W. M., owned by the South Bend Mills & Timber Company.

The NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, township 13 north, range 7 west, W. M., owned by the South Bend Mills & Timber Company.

The E $\frac{1}{2}$ of the SE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of said section 7, owned by said F. G. McIntosh and under contract of sale to said J. A. Seaman.

The S $\frac{1}{2}$ of the SW $\frac{1}{4}$ of section 8, township 13 north, range 7 west, W. M., owned by said Carrie Cady.

WHEREFORE, IT IS ORDERED, That said highway be changed, deflected, relocated and reconstructed along the proposed route described in paragraph No. 6 of the foregoing findings and so as to cross under said railroad where said railroad bridge is located in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 7, township 13 north, range 7 west, W. M.; and that that portion of the said existing highway described in paragraph No. 2 of the foregoing findings, together with each and all of the grade crossings and conflictions between the railroad and highway locations described in said findings be abandoned and vacated.

IT IS FURTHER ORDERED, That the work of changing, deflecting, relocating and reconstructing said highway along the proposed route described in paragraph No. 6 of the foregoing findings, shall be performed and completed, and that each and all of said grade crossings and said railroad and highway conflictions in location, be abandoned, vacated and closed on or before October 1, 1916; *Provided*, That whenever prior to said date said proposed highway may be ready for public travel, or any portion thereof may be completed so as to permit, by the use thereof, any of said grade crossings or conflictions in railroad and highway locations to be abandoned and closed, such grade crossing or crossings, or conflictions in location, shall be immediately abandoned and closed.

No. 4034.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. COMMISSIONERS OF STEVENS COUNTY, WASHINGTON, AND GREAT NORTHERN RAILWAY COMPANY, *Respondents*.

The respondents having agreed upon the deflection of a portion of the county highway which intersects and crosses at grade, the Spokane Falls and Northern branch of the Great Northern Railway at two points near the line between sections 10 and 15, township 30 north, range 40 east, W. M., which grade crossings are approximately 500 feet apart,

for the purpose of eliminating and closing the most northerly of said grade crossings and deflecting the through traffic from the most southerly of said grade crossings upon condition that the Great Northern Railway Company execute and deliver to Stevens county, a deed granting the privilege of constructing the deflected portion of said highway along the right of way of said railway and that said railway company shall contribute the sum of one hundred dollars (\$100), toward the expenses of constructing said deflected portion of said highway, the balance of the cost of deflecting said portion of said highway to be borne by Stevens county,

IT IS ORDERED, That that portion of said highway between said grade crossings be re-located and re-constructed along the westerly side of said railway and that the most northerly of said grade crossings be eliminated and closed and through traffic from said highway be diverted from the most southerly crossing mentioned and that the cost of deflecting said portion of said highway be borne by the said county of Stevens upon condition that said railway company execute and deliver to said county within thirty (30) days after service of this order, a deed granting unto said county, the privilege of constructing said portion of said highway to be deflected, or so much thereof as may be necessary along and upon the right of way of said railway and that said railway company shall pay to said county within said period, the sum of one hundred dollars as a contribution toward the expense of deflecting said portion of said highway.

No. 4076.

GREAT NORTHERN RAILWAY COMPANY, A CORPORATION, *Complainant*, v.
TOWN OF ODESSA, *Defendant*.

ORDER CONSENTING TO CHANGE OF LOCATION OF GRADE CROSSINGS.

The Commission finds from the evidence submitted in this proceeding that in the town of Odessa are now located and maintained two grade crossings at the intersection of 5th and 7th streets with the tracks of the Great Northern Railway Company and that both of these crossings are dangerous as now constructed and maintained.

That the Great Northern Railway Company and the town of Odessa officials have agreed upon the abandonment and closing of said 5th and 7th street grade crossings, and in lieu thereof to establish a grade crossing at a point in the said town of Odessa where the Great Northern Railway Company's tracks cross 4th street, at which point travelers on the high way will have a clear and unobstructed view along the railway in either direction from the proposed 4th street crossing for a distance of approximately 2,600 feet, and that it is practical to construct a grade crossing at said point with a level crown extending 25 feet on both sides of the track with approaches to said level crown not exceeding five per cent grade.

That the new location will afford better views and better grades. Conditions at and in the vicinity of all the points hereinbefore described are such that it is impracticable to separate grades or deflect highway so as to avoid grade crossings or so as to secure a safer location therefor, and the proposed crossing is necessary and is considerably safer than the present crossings and the Commission should consent to the establishment and maintenance of the proposed crossing and the abandonment of the two existing crossings.

WHEREFORE, IT IS ORDERED, That the consent of the Public Service Commission of Washington to the establishment and maintenance of a grade crossing of said 4th street in the city of Odessa by said Great Northern Railway be, and such consent hereby is, granted.

Upon condition, however, That such grade crossing be constructed with a level crown extending at least 25 feet on both sides of the railway track with the approaches to said level crown not exceeding five per cent grade; that the track be planked between the rails and for one foot on the outside of either side thereof for the full width of the traveled highway, such planking to be not less than 16 feet in length, and that the existing two grade crossings located at 5th and 7th streets, hereinbefore described, be abandoned and closed.

No. 4105.

THE PUBLIC SERVICE COMMISSION OF WASHINGTON, *Complainant*, v. BOARD OF COUNTY COMMISSIONERS OF COLUMBIA COUNTY, WASHINGTON, NORTHERN PACIFIC RAILWAY COMPANY, OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY AND JAMES ALLEN, STATE HIGHWAY COMMISSIONER, *Respondents*.

This cause came on for hearing before the Public Service Commission of Washington, on May 4, 1916, at Dayton, Washington, Commissioner Frank R. Spinning being present. The Commission was represented by B. O. Graham, attorney; the board of county commissioners of Columbia county, Washington, was represented by George Sparlinger and R. H. Prater, members of said board; the Northern Pacific Railway Company was represented by W. F. Tyler, its division superintendent, and by S. B. Calderhead, its general agent; the Oregon-Washington Railroad & Navigation Company was represented by Mr. Hawkins, its attorney, and the State Highway Commission was represented by W. W. Boetzke, its engineer. LeRoy C. Brown, John Windust, S. L. Gilbreath, Edward Herman, B. F. Rose and Charles Smith, interested property owners, appeared in person. Lida E. Nelson appeared by C. S. Nelson and Ida Gilbreath by C. W. Gilbreath.

Witnesses were sworn and examined, hearing concluded and decision held under advisement pending conclusion of certain local adjustments, now completed.

The Commission, having considered the evidence, and being fully advised in the premises, now makes and enters the following findings of fact and order:

FINDINGS OF FACT.

I

That a public highway is now, and has been for many years last past, located and established along the east and west center line of the NW $\frac{1}{4}$ of section 2, township 9, north, range 38 east, W. M., which highway intersects and crosses the main track and industry track of the Oregon-Washington Railroad & Navigation Company's Dayton branch line, at a point on or near the said east and west center line of the NW $\frac{1}{4}$ of said section 2, approximately 1451 feet, measured along the center line of the main line of said Dayton branch, east from the west line of said section 2; which highway continues thence in a southwesterly direction between the tracks of said Dayton branch and the main track of the Walla Walla branch of the Northern Pacific Railway Company's lines to a point in the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of section 3, township 9 north, range 38 east, W. M., opposite which point said highway crosses said Walla Walla branch of the Northern Pacific Railway at a point on the main line of said Walla Walla branch west of and approximately 500 feet, measured along the center line of said main line, distant from the east line of said section 3; said highway continues thence in a general westerly direction and recrosses the main line and a side track of said Walla Walla branch at a point in said SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 3, approximately 1,100 feet, measured along the center line of the main line of said Walla Walla branch, westerly from the east line of said section 3; said highway continues thence in a general westerly direction to a point in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 3 where said highway recrosses the main line of said Dayton branch at a point west of and approximately 2,473 feet, measured along the center line of the main line of said Dayton branch, distant from the east line of said section 3, all of which crossings are grade crossings.

II

The grade crossing first described in paragraph one hereof is located at a point about 100 feet southwest of a large warehouse which is maintained partly on the right of way of the Oregon-Washington Railroad & Navigation Company's said Dayton branch. Said warehouse obstructs the view of travelers approaching said crossing from the east and limits the view to about 150 feet northeasterly from said grade crossing. An embankment located between the main line of said Dayton branch and the main line of said Walla Walla branch and a short distance northeasterly of said grade crossing obstructs the view of travelers approaching said grade crossing from the west, and limits such view to a distance of about 250 feet northeasterly from

said grade crossing. The views specified above are available to travelers on the highway when at points 100 feet from the railway crossing.

The second grade crossing described in said paragraph one is located a short distance east of the east end of said side track of said Walla Walla branch of the Northern Pacific Railway.

The third grade crossing described in said paragraph one is located a short distance west of a large warehouse which is maintained adjacent to and on the north side of said track of said Walla Walla branch and also about midway between the ends of said side track. About 50 feet west of said grade crossing two additional warehouses are located on the north side of said side track, one of which warehouses is maintained close to said track. At all times the view of travelers on said highway when approaching either of said grade crossings is limited by said buildings and other obstructions, while such view is frequently further limited by cars standing upon said side track.

III

Said highway is located on the right of way of said Dayton branch of the Oregon-Washington Railroad & Navigation Company's lines for a distance of approximately 1,100 feet southwesterly from the first crossing described in paragraph one hereof and for a distance of approximately 1,150 feet easterly from the grade crossing last described in said paragraph one. That the maintenance of said highway on said railway right of way and between said Walla Walla branch and said Dayton branch at the points hereinbefore described renders the use of said highway unnecessarily dangerous; that the public safety requires the diversion of all through travel from said highway so as to avoid the use of said grade crossings, or either of them:

That the public safety requires:

(a) The closing and abandonment of that part of said highway which is located between the grade crossing first described in paragraph one hereof and a point on said Dayton branch approximately 1,900 feet southwesterly from said grade crossing, such point being at station 186 plus 78 of said railway line last mentioned;

(b) Changing the location of said grade crossing first described in paragraph one hereof from its present position to a point on said Dayton branch 105 feet southwesterly therefrom, and changing the location of the grade crossing on said Walla Walla branch, which is now located about opposite a point on said Dayton branch 140 feet west of the present location of said grade crossing first described in paragraph one hereof, to a point about 35 feet northeasterly from its present location, so as to locate both of said grade crossings on a line crossing the center line of both of said railways at right angles therewith.

(c) The establishment of a new public grade crossing of said Dayton branch at a point on said railway line in the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 3, township and range aforesaid, approximately 395 feet southwesterly from the east line of said section 3 and at station

186 plus 78 of said railway line; and changing the location of the grade crossing of said Walla Walla branch, second described in paragraph one hereof, to a point about 65 feet northeasterly from its present location, so as to locate both of said grade crossings on a line crossing the center line of both said railways at right angles therewith.

(d) Changing the grade crossing of said Dayton branch, being the grade crossing fourth described in paragraph one hereof, from a diagonal crossing to a right angle crossing; and changing the grade crossing of said Walla Walla branch, which is located approximately 75 feet easterly from a point on said Walla Walla branch directly opposite the grade crossing on said Dayton branch last above mentioned, from a diagonal to a right angle crossing and relocation of said grade crossing of said Walla Walla branch so as to place both of said grade crossings on a line crossing the center line of both of said railways at right angles therewith.

IV

That it is practicable, advisable and necessary to deflect that portion of said highway which is located between the grade crossings first and last described in paragraph one hereof, and to relocate and reconstruct said highway along the southerly side of said Dayton branch, so that all of the through travel on said highway may be diverted from each and all of said grade crossings and from those portions of said highway which are now located upon said railway right of way at the points hereinbefore described and all such through travel be relieved of the necessity and danger of traveling on said railway right of way between said railway lines and in close proximity thereto.

V

Private grade crossings of said Dayton branch are now maintained at the points hereinafter described for the use of property owners located on either side of the Dayton branch to enable such property owners to reach the existing public highway. The deflection of that portion of said highway hereinbefore described will render said private crossings unnecessary. That said private crossings and each thereof increase the risks and hazards of travel on said railway line. Upon the completion of the highway changes, provided for herein, such private crossings should be closed. The private crossings last above referred to are located at the following described points:

At a point in the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 2 on said Dayton branch, east of and approximately 1,326 feet, measured along the center line of the main line of said Dayton branch, distant from the west line of said section 2.

At a point in the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 2 on said Dayton branch, east of and distant approximately 824 feet, measured along the center line of the main line of said Dayton branch, from the west line of said section 2.

At a point in the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 2 on said Dayton branch, east of and distant approximately 556 feet, measured along the center line of the main line of said Dayton branch, from the west line of said section 2.

At a point in the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 2 on said Dayton branch, east of and distant approximately 442 feet, measured along the center line of the main line of said Dayton branch, from the west line of said section 2.

At a point in the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 2 on said Dayton branch, east of and distant approximately 166 feet, measured along the center line of the main line of said Dayton branch, from the west line of said section 2.

At a point in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 3 on said Dayton branch, west of and distant approximately 1,520 feet, measured along the center line of the main line of said Dayton branch, from the east line of said section 3.

At a point in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 3 on said Dayton branch, west of and distant approximately 1,829 feet, measured along the center line of the main line of said Dayton branch, from the east line of said section 3.

A private grade crossing of said Walla Walla branch is now maintained for the benefit and use of said Lida E. Nelson and C. S. Nelson, owners of a tract containing about four acres and located on the northerly side of said Walla Walla branch; at the hearing said Northern Pacific Railway Company agreed to allow said Lida E. Nelson and C. S. Nelson to maintain a private road on its right of way from their said property to the public highway, which now crosses both of said railway lines near the line between the NW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of the NW $\frac{1}{4}$ of said section 2, township and range aforesaid, but which highway is to be changed so as to cross said railways on a line bisecting at right angles the center line of said Dayton branch, at a point 105 feet west of the present location of the grade crossing first described in paragraph one hereof, which action on the part of the Northern Pacific Railway Company will render said private crossing unnecessary and same should be abandoned and closed.

ORDER.

WHEREFORE, IT IS ORDERED, That:

That portion of said public highway which is located between the grade crossing first described in paragraph one hereof and a point on said Dayton branch approximately 1,900 feet southwesterly from said grade crossing, such point being at station 186 plus 78 of said Dayton branch, be closed and abandoned;

That the grade crossing first described in paragraph one of the foregoing findings be changed from its present location to said point 105 feet southeasterly therefrom; and that the grade crossing on the

said Walla Walla branch which is now located about opposite of a point in said Dayton branch 140 feet west of the present location of said grade crossing of said Dayton branch last above mentioned, be changed to a point about 35 feet northeasterly from its present location, so as to locate both of said grade crossings on a line crossing the center line of both of said railways at right angles therewith;

That a new public grade crossing of said Dayton branch be established at a point in the SE $\frac{1}{4}$ of the NE $\frac{1}{4}$ of said section 3, township and range aforesaid, approximately 395 feet southwesterly from the east line of said section 3, such point being at station 186 plus 78 of said Dayton branch; and that the grade crossing of said Walla Walla branch, second described in paragraph one of the foregoing findings, be changed to a point about 65 feet northeasterly from its present location, so as to locate both of said grade crossings on a line crossing the center line of said Dayton branch and said Walla Walla branch at right angles, or as nearly as may be, therewith;

That the grade crossing of said Dayton branch, last described in paragraph one of the foregoing findings, be changed from a diagonal to a right angle crossing; and that the grade crossing of said Walla Walla branch which is located approximately 75 feet easterly from a point on said Walla Walla branch directly opposite said grade crossing of said Dayton branch, be changed from a diagonal to a right angle crossing and relocated so as to place both of said grade crossings on a line crossing the center line of said Walla Walla branch and said Dayton branch at right angles therewith;

That portion of said highway which is located between the grade crossings first and last described in paragraph one of the foregoing findings, be deflected, relocated and reconstructed along the southerly side of said Dayton branch, right of way therefor having been obtained by the State Highway Commissioner, the northerly 25 feet of such highway right of way having been furnished by respondent, Oregon-Washington Railroad & Navigation Company.

That each and all of the private grade crossings described in paragraph five of the foregoing findings be vacated, abandoned and closed.

All of the changes and improvements of said highway and of said grade crossings, public and private, be made and completed within 30 days after service hereof.

IT IS FURTHER ORDERED, That if the parties to this proceeding be unable to agree within 30 days from date of service of this order, upon the apportionment of the cost of the changes and improvements contemplated by this order, such inability to agree thereon be reported to the Commission by respondents, whereupon further evidence will be received, if necessary, and such apportionment will be made by the Commission.

No. 4196.

JAMES ALLEN, STATE HIGHWAY COMMISSIONER, *Petitioner*, v. GRAYS HARBOR & COLUMBIA RIVER RAILWAY COMPANY, *Respondent*.

FINDINGS OF FACT AND ORDER.

This cause came on for hearing before the Public Service Commission of Washington at its offices in Olympia, Washington, on September 14, 1916, Chairman E. F. Blaine and Commissioners Arthur A. Lewis and Frank R. Spinning being present. Respondent having waived the statutory notice and consenting to the hearing being held at said time and place, witnesses were sworn and examined and hearing concluded. The Commission being fully advised in the premises makes the following

FINDINGS OF FACT.

I

That petitioner James Allen is the duly appointed, qualified and acting Highway Commissioner of the State of Washington. That respondent Grays Harbor & Columbia River Railway Company is a corporation organized and existing under the laws of the State of Washington.

II

That a state highway known as National Park Highway has been surveyed, located and established and is now in course of construction under the supervision of the State Highway Commissioner, over and across the SE $\frac{1}{4}$ of section 11, township 11 north, range 10 west, W. M., and over and across the SW $\frac{1}{4}$ of section 35, township 12 north, range 10 west, W. M.

III

Prior to the survey, location or establishment of said state highway, respondent Grays Harbor & Columbia River Railway Company caused to be surveyed, definitely located and established, a standard gauge railway line extending from a point at or near Kelso in Cowlitz county, Washington, northwesterly and northerly to a point at or near Cosmopolis Junction in Chehalis county, Washington. Said Grays Harbor & Columbia River Railway as so surveyed, located and established, extends over and across the SE $\frac{1}{4}$ of said section 11, township 11 north, range 10 west, W. M., and over and across the SW $\frac{1}{4}$ of section 35, township 12 north, range 10 west, W. M. Said National Park Highway as surveyed, located and established and in course of construction, intersects and crosses the right of way of the said Grays Harbor & Columbia River Railway at station No. 1,170 plus 00 of engineering data pertaining to said railway line, being at a point near the center of the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of section 35, township 12 north, range 10 west, W. M.; also at or near station 1,268 plus 47 of engineering data pertaining to said railway line, being at a point in the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of

section 11, township 11 north, range 10 west, W. M. That prior to the survey, location or establishment of said state highway, said Grays Harbor & Columbia River Railway Company acquired title to the right of way for said railway line so surveyed, located and established, particularly to that portion of such right of way located at and in the vicinity of the points of intersection thereof by said state highway hereinbefore described.

IV

That said railway line as surveyed, located and established for a considerable distance in either direction from the points hereinbefore described, where said railway line is intersected by said National Park Highway, bisects a series of ridges and ravines, requiring the roadbed of said railway, when constructed, to consist of a series of cuts and fills; at the point where said railway line is intersected by said National Park Highway in the SW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of section 35, township 12 north, range 10 west, W. M., the roadbed of said railway, when completed, will consist of a fill approximately 32 feet in depth and the top of such fill will be approximately 30 feet above the grade of said National Park Highway at said point, while at either end of said fill and within a few hundred feet of the point where said National Park Highway intersects said railway, said railway, when constructed, will be located in cuts extending from a few feet in depth to upwards of 30 feet in depth. At the point where said National Park Highway intersects said railway line in the NE $\frac{1}{4}$ of the SE $\frac{1}{4}$ of section 11, township 11 north, range 10 west, W. M., the roadbed of said railway line, when completed, will consist of a fill approximately 28 feet in depth and the top of such fill will be approximately 24 feet above the grade of said National Park Highway at said point, while at either end of said fill and within a few hundred feet of the point where said National Park Highway intersects said railway, the roadbed of said railway will extend through cuts having a depth of from a few feet to approximately 25 feet. By reason of the conditions hereinbefore described and the topography of the country at and in the vicinity of the points hereinbefore referred to, it is impracticable to construct or maintain a grade crossing of said railway by said highway at or within a reasonable distance of either of such points of intersection and a grade crossing at or in the vicinity of either of such points of intersection would be extremely dangerous by reason of the excessive grades in the approaches to such crossings and the extremely short views which would result from the construction or maintenance of a grade crossing at either of said points and in such close proximity to said cuts through which said railway will necessarily be located when completed; that the public safety requires a separation of grades of said highway and said railway at both of the points of intersection hereinbefore referred to and the topographical conditions existing at and in the vicinity of such points necessitates the construction and maintenance of an under crossing of said railway by said highway at each of said points.

V

That said National Park Highway, when completed will carry a heavy traffic, particularly transient automobile traffic; that the benefits accruing to the railroad and the state by reason of the construction and maintenance of said under crossings will be practically equal and justice requires that the entire expense of constructing such under crossings be apportioned between said railroad and the state, in equal amounts, that is, that respondent should bear one half of such expense and the state should bear one half of such expense.

WHEREFORE, IT IS ORDERED, That the grades of said highway and said railway be separated at both of the points of intersection hereinbefore described and that an under crossing of said railway by said highway be constructed at each of said points, prior to the time when said railway shall be placed in operation.

IT IS FURTHER ORDERED, That before the commencement of the work of constructing said under crossings, plans and specifications thereof be submitted to the Commission for its approval.

IT IS FURTHER ORDERED, That both of said under crossings, when constructed, shall be so arranged that the center lines of the viaducts, through which the highway shall pass under the railway, shall be so located that the smallest angle formed by such center lines crossing the center line of the railway, shall be eighty degrees, unless a more acute angle or angles be hereinafter agreed to by the respondent or its successor in interest.

No. 4233.

COMMISSIONERS OF KITTITAS COUNTY, *Petitioners*, v. NORTHERN PACIFIC RAILWAY COMPANY, *Respondents*.

ORDER CONSENTING TO ESTABLISHMENT OF GRADE CROSSING.

The Commission finds from the evidence submitted in this proceeding that conditions at and in the vicinity of the point at which petitioner seeks permission to establish grade crossing are such that it is impracticable to separate grades or deflect highway so as to avoid crossing at grade, or to secure safer location therefor; that the proposed crossing will afford such views to travelers on the highway as to render such crossing reasonably safe and the Commission should therefore consent to the establishment and maintenance thereof. The grade crossing herein referred to is located at the following described point:

At the intersection of the Roslyn-Ronald county road by the Roslyn branch of the Northern Pacific Railway in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of section 18, township 20 north, range 15 east, W. M.

WHEREFORE IT IS ORDERED, That the consent of the Public Service Commission of Washington to the establishment and maintenance of

grade crossing at the point hereinbefore specified be, and such consent hereby is, granted.

Upon condition, however, that such grade crossing be constructed with a level crown in the highway extending at least 25 feet on either side of the center line of the railway track; that the approaches to said level crown shall not exceed five per cent grade and that the track be planked between the rails and for one foot on the outside of either side thereof for the full width of the traveled highway, such planking to be not less than 16 feet in length.

Provided, That the existing grade crossing located near the south line of the NE¼ of section 18, township 20 north, range 15 west, W. M., and about 1,300 feet west of the east line of said section 18 be abandoned and closed.

NEW GRADE CROSSINGS CONSENTED TO

Between November 30th, 1915, and December 1st, 1916, the Commission consented to the establishment and maintenance of grade crossings at the following described points after full investigation. In consenting to the establishment of new grade crossings, the Commission ordered such improvements made as were, in the opinion of the Commission, justified and required, that such new grade crossings be constructed with level crowns in the highway extending at least 25 feet on either side of the center line of the railway, that the approaches to such level crowns should not exceed five per cent grade, wherever practicable, and that such crossings be planked between the rails and for one foot on the outside of either side thereof, and for the full width of the traveled highway, such planking to be not less than 16 feet in length in any case. The following table contains the docket number of proceeding, name of railway and location of each grade crossing consented to:

Number	Name of Railway	Section	Township	Range
1703	G. N. Ry. Co.....	26	26	11 E.
1737	N. P. & P. S. & W. H. Rys.....	1	13	3 W.
1738	N. P. & P. S. & W. H. Rys.	1	13	5 W.
1750	C. M. & St. P. Ry. Co.....	4	22	11 E.
1816	C. M. & St. P. Ry. Co.....	22	25	44 E.
1841	Tacoma Eastern Railway.....	14	15	4 E.
1848	Newaukum Valley Railway.....	32	13	1 W.
1910	G. N. Ry. Co.....	{ 19	29	42 E.
		{ 24	29	41 E.
1914	Hercules Sandstone Co.....	12	15	1 W.
1922	Maytown Lumber Co.....	8	16	2 W.
1940	N. P. Ry. Co.....	34	26	45 E.
1976	N. P. Ry. Co.....	{ 10	13	45 E.
		{ 27	14	45 E.
		{ 31 & 32	20	44 E.
		{ 26	13	45 E.
1988	N. P. Ry. Co.....	26	20	43 E.
1991	Deer Park Lumber Co.....	34	30	42 E.
1992	G. N. Ry. Co.....	4	29	44 E.
4000	S. R. & S. Ry. Co.....	18	23	5 E.

Number	Name of Railway	Section	Township	Range
4001	Meskeil Lumber Co.....	11	13	4 W.
4002	S. & I. E. R. R. Co.....	16	25	45 E.
4003	Olympia Terminal Ry.....	Cherry and Jefferson, Olympia, Wn.		
4010	N. P. Ry. Co.....	22 & 23	11	30 E.
4013	N. P. Ry. Co.....	12	34	4 E.
4014	G. N. Ry. Co.....	9	20	22 E.
4018	Snoqualmie Falls Lbr. Co.....	19	24	8 E.
		NW ¼ 20	24	8 E.
		NE ¼ 20	24	8 E.
4019	N. P. Ry. Co.....	8	32	8 E.
4037	G. N. Ry. Co.....	34	27	43 E.
4038	G. N. Ry. Co.....	15	26	43 E.
4040	G. N. Ry. Co.....	7	22	28 E.
4042	Standard Oil Co. (T. E. Ry.).....	Spur track at Elbe		
4043	N. P. Ry. Co.....	Spur track belt line at Kennydale		
4047	Fir Tree Lumber Co.....	23	17	1 W.
4049	Copalis Lumber Co.....	6	19	11 W.
4056	Copalis Lumber Co.....	2	19	11 W.
4061	Teaaway Logging Ry.....	34	20	16 E.
4062	Teaaway Logging Ry.....	25	20	16 E.
4063	Teaaway Logging Ry.....	5	20	16 E.
4066	J. E. Moore Logging Ry.....	28	22	4 E.
		29	22	4 E.
	Common corner	32	22	4 E.
		33	22	4 E.
4070	Letch Lumber Co. Ry.....	27	15	6 E.
4071	Standard Oil Co.....	Spur track in Sedro Woolley		
4073	Schafer Bros. Log. Co.....	4	17	7 W.
4076	G. N. Ry. Co.....	Fourth Street, Odessa		
4077	N. P. Ry. Co.....	28	24	6 E.
4078	N. P. Ry. Co.....	Pearl and State, Snohomish		
4080	G. N. Ry. Co.....	35	30	33 E.
4087	Wynooche Timber Co.....	14	17	8 W.
4098	Fir Tree Lumber Co.	23	17	1 W.
4104	N. P. Ry. Co. Lots 4 and 6.....	30	24	8 E.
4107	N. P. Ry. Co.....	3	21	6 E.
4113	E. E. Overton.....	26	20	4 E.
4115	Standard Oil Co.....	Spur track in Monroe		
4116	Standard Oil Co.....	19	32	4 E.
4118	Tacoma Eastern Ry. Co.....	8 & 9	14	5 E.
		25	13	4 E.
4119	Vance Lumber Co.....	9	17	5 W.
4122	N. P. Ry. Co.	8 & 9	25	44 E.
4137	N. P. Ry. Co. line between.....	23 & 24	9	23 E.
		25	9	23 E.
	East line of	24	9	23 E.
4139	N. P. Ry. Co.....	30	9	24 E.
		29	9	24 E.
	West line	27	9	24 E.
	Center line	27	9	24 E.
	West line	26	9	24 E.
	Center line	26	9	24 E.
		25	9	24 E.
	Center line	29	9	25 E.
	West line	29	9	25 E.
		28	9	25 E.
		27	9	25 E.
4143	G. N. Ry. Co.....	8	29	44 E.
4145	N. P. Ry. Co.....	9	29	6 E.
4150	N. P. Ry. Co.....	Bridge Street, Orting		
4151	N. P. Ry. Co.....	Between 28 & 29	9	24 E.
4161	Seattle Municipal Ry.....	18	23	4 E.
4162	N. P. Ry. Co.....	11	31	5 E.
4163	Hackett Logging Co.	29	19	11 W.
4165	E. E. Overton.....	12	19	4 E.
4167	Vance Lumber Co.....	9	17	2 W.
4171	Maytown Lumber Co.	7	16	2 W.
4173	N. P. Ry. Co.....	Spur track, State St., Sedro Woolley		
4176	Sound Timber Co.	14	32	9 E.
4177	G. N. Ry. Co.....	Swansea Siding, Wenatchee, Oroville line		
4178	Chippewa Lumber Co.	2 & 11	27	4 E.
4179	Neukirchen Bros.	22	23	6 E.
4180	Newaukum Valley Ry. (Ry. crossing).....	31	13	1 W.
4181	N. P. Ry. Co.....	6	12	5 W.
4185	N. P. Ry. Co.....	29	11	20 E.

<i>Number</i>	<i>Name of Railway</i>	<i>Section</i>	<i>Township</i>	<i>Range</i>
4186	N. P. Ry. Co.....	24	11	19 E.
4187	N. P. Ry. Co.....	14	11	19 E.
4205	S. P. & S. Ry. Co.....	1	16	37 E.
4231	N. P. Ry. Co.....	1	20	38 E.
4260	N. P. Ry. Co.....	5	12	19 E.
4261	N. P. Ry. Co.....	1	17	6 W.
4237	Crossing of Port Angeles & Western Ry. by Dungeness Logging Company's railway..	16	30	4 W.
1649	N. P. Ry. Co.....	16	24	5 W.
1730	N. P. Ry. Co.....	Spur track, City of Renton, to cross Second St.		
1873	Campbell Lumber Co.....	8	26	6 E.
1887	N. P. Ry. Co.....	20	20	12 W.
1890	Index-Galena Lbr. Co.....	35	27	10 E.
1894	N. P. Ry. Co. & O.-W. R. & N.....	At Maple Way, Zillah		
1911	G. N. Ry. Co.....	Public highway in South Blaine Addition to Blaine		
1917	Wagner & Wilson.....	16	28	7 E.
1962	C., M. & St. P. Ry. Co.....	36	19	3 E.
4011	C., M. & St. P. Ry. Co.....	14	15	4 E.

REPORT OF GRAIN INSPECTION DEPARTMENT.

TACOMA, WASH., December 1, 1916.

The Public Service Commission of Washington.

GENTLEMEN: I hand you herewith my report covering the financial operations of the Grain Inspection Department, together with a resume of the work accomplished during the past two years.

Unforeseen conditions have confronted us for the last two years, caused by the war in Europe which has revolutionized the methods of disposing of grain produced in the Pacific Northwest. For thirty years our surplus grain has been sent to the foreign markets through the ports of Tacoma, Seattle and Portland, but since the beginning of the European war this has been changed and now our grain is sent by rail to the Atlantic ports and there put afloat for its oversea destinations.

This condition has reduced the car receipts at Tacoma and Seattle by half, but has increased the work at Spokane twofold.

Taking it all in all, we are glad to state the financial condition of the department is good and the betterments brought about during the past two years, we feel sure, will be of lasting benefit to the grain trade of the Pacific Northwest.

Respectfully submitted,

R. D. JARBOE,

Chief Grain Inspector.

SOME THINGS ACCOMPLISHED.

A number of changes in method have been brought about during the past two years, to which we desire to call attention. The most important was the installation of scouring machines to determine dockage by reason of smut. Three Invincible scourers were installed in Tacoma, Seattle and Spokane. These machines are duplicates of the commercial scourers, only smaller. They will remove all smut from wheat and by carefully weighing a given quantity of wheat, running it through the machine and reweighing the cleaned grain, it is only a matter of subtraction to determine the loss occasioned by the removal of the smut. Chaff and field dirt will be removed by the same operation, but as both are worthless content when found in wheat, no objection can be lodged against the method on this account. The weight of the smut, together with fifty cents a ton allowance for cleaning, equals the discount placed. It will be seen that this method eliminates guessing with reference to smut discounts, and we are very glad to say has proven almost entirely satisfactory to all patrons of the department.

We have also installed machines at Tacoma, Seattle and Spokane to remove wild oats and barley from wheat. These machines will remove every oat or barley berry from wheat and will also make a third

separation by taking out wild seeds and field dirt at one operation. This machine is used in the same manner as the smut machine—by weighing a given amount of wheat in its original state, making the separation, and reweighing the cleaned grain. This, too, has eliminated guessing with reference to discounts by reason of wild oats and barley, and has proven very satisfactory.

Your honorable body held a public hearing during the summer of 1915 and made a few changes in specifications governing grades of grain and hay. This department had much trouble in working under the old grades for hay and was subjected to no little criticism. I am very much pleased to report that the new hay grades have eliminated nearly all trouble in our hay work and I believe this part of our work has been almost, if not quite, as satisfactory as has been the inspection of grain.

The adoption of Minnesota specifications governing grain received at our terminals from Montana and Dakota has proven very satisfactory to all interested parties. This was made necessary for the reason that the contract grade at our terminals was No. 1, while Minneapolis makes No. 2 the contract grade. This market has a grade termed "Choice Milling" which corresponds to the "No. 1" of Minneapolis and the adoption of Minnesota grades resulted in making contract Hard Winter wheat in both terminals of a uniform grade.

The only objection to any of the rules adopted by your honorable body, that I have encountered, is with reference to note at bottom of wheat grades, which provides: "When inferior types of wheat are mixed with superior types, the sample will be graded as being of the superior type and the inspector will place a discount in pounds sufficient to cover the difference in value by reason of the admixture."

When the mixture does not exceed 20 per cent we find this rule can be handled fairly well, but when the mixture runs from 20 per cent to 60 per cent, we find it very difficult to work under this rule and render justice to both parties. The reason for this is the spread in price between different types of wheat varies from one to ten cents a bushel. Wheat may be sold for future delivery and the contract price based on the spread at time of sale. When wheat is delivered, the spread may have materially changed and as this department has no way of knowing when contract was made, we must figure discounts on basis of spread at time of inspection. To overcome this difficulty as much as possible, this department has not attempted to place discounts when the mixture exceeded 30 per cent of inferior types, but has graded it as "mixed wheat," using the predominant type for the basis of grade. We have had no complaints by reason of this method of handling the matter and we therefore assume it has been satisfactory to all interested parties.

TEST OF WEIGHTS.

The year ending June 30th last, afforded this department the best opportunity it ever had to check the work of the weighers. The act of the 1915 legislature created Class A terminal elevators. Grain going

into and out of elevators of this class is weighed by state weighers. During the snow blockade 103 cars were weighed out of Class A elevators and switched to mills and again weighed, when unloaded, by a state weigher. The total "out" weight of the 103 cars was 8,182,956 pounds and the total "in" weight 8,187,866 pounds, showing a difference of 4,910 pounds, or an average of 48 2-3 pounds to the car, or one-half a pound to each 1,000 pounds of weight. It should be remembered this wheat was weighed on platform scales five sacks at a time when loaded out, but when unloaded, was usually weighed on hopper scales, where as much as 40,000 pounds would be weighed at a single draft. We call attention, in this connection, to the report of the secretary of the Council of Grain Exchanges, as submitted at the meeting in Chicago January 20th last, and which is appended hereto.

In the matter of weights, we desire to say every safeguard possible is brought into use to assure their accuracy. A constant watch is maintained over the scales in use and any time a scale does not appear to be working correctly its use is discontinued until it can be tested out and its accuracy proven. We fear many country scales are not looked after so carefully and that the difference in weights is largely occasioned by this fact.

During the past year a shipper sent this department a detailed statement of weights of three cars of wheat which he had consigned to Tacoma. In his letter he stated he had recently installed new hopper scales, that they had been tested and found correct, that more than ordinary care had been used in weighing the three cars, and that he could see no reason for their not holding out at terminals. Those cars arrived and were handled in the regular way and certificates were attached to the shipper's letter and placed upon my desk. The certificates showed terminal weights exceeded those of the shipper by a little over 1,500 pounds for each car. I imagine I should have had some difficulty in convincing this shipper of the accuracy of our weights had the difference been reversed.

Another shipper was complaining about weights as returned from the Seattle office. He wrote some strong protests, claiming we were not weighing accurately. I wrote him requesting that he personally weigh a car of wheat, taking plenty of time, weighing on a level beam and instead of breaking on naughts and fives, to put down the actual record of the beam, that he send me these weights and I would have a careful check made. He complied with the request and when the car arrived in Seattle we had it first weighed by the railroad transporting same and then it was weighed in the regular way over platform scales, five sacks at a draft. The entire variance of the three weights was 70 pounds. In the meantime, the shipper had received some returns showing an overrun as high as 1,800 pounds over his weights and since that time has made no complaints. This department finds differences as high as 7,000 pounds between shippers' and terminal weights. Our weights sometimes run this much less than the weight reported by

shipper and again will exceed his weights that much. This, of course, is an extreme variance, but a difference of 2,000 pounds is not infrequent. We also find that shipper is wrong in his count of sacks by as much as seventy. The difference in count, like that of weights, is not all one way, but runs both under and over, showing that careful weighing is not always to be expected of primary shippers.

WEIGHTS AT OTHER TERMINALS.

At the Council of Grain Exchanges in Chicago, January 20, 1916, the secretary's report, among other things, said, with reference to weighing:

"The committee has exhibits covering thousands of cars, the weighing being supervised and the cars inspected by efficient grain weighing departments. The statements covering set-backs, inter-elevator movements, cross-town movements, and movements between markets. It is well to bear in mind that the movement of grain from market points, generally speaking, is supposed to be dryer and better conditioned than that which moves from primary country shipping points to markets. One exhibit covers 413 cars, cross-town movement, on which the total shortage was 19,255 pounds, or 47 pounds per car; all high-grade merchantable grain, mostly wheat; the switching hauls, generally speaking, representing the minimum of time consumed and distance carried, and no leakage.

"Another exhibit covers cars set-back where the grain was weighed in elevator hopper scales, loaded into freight cars, the grain inspected, and promptly thereafter unloaded and reweighed in the same elevator and hopper scales, as follows: One hundred and fifty-five cars loaded by certain elevators, the grain inspected, and promptly thereafter set-back, unloaded and reweighed in the same elevators and scales; no leakage. Total shrinkage, 14,540 pounds, or 94 pounds to the car. Range of variation on individual cars from 10 pounds to 300 pounds. One elevator that handled 38 of these cars set-back showed the average shrinkage to be 102 pounds per car; another showed the average shrinkage to be 103 pounds per car.

"Still another statement covering 303 cars set-back, later in the season, at the same elevators, showed total shrinkage of 16,850 pounds, or 56 pounds per car; no leakage. Range of variation from nothing to 350 pounds per car. All of these transactions were within the control of the individual elevator handling and the state grain weighing and inspection department supervising.

"At another market, 139 cars of contract wheat, weighed on first-class elevator hopper scales and supervised by an efficient grain weighing department, loaded into well-coopered cars, the grade established, and the grain promptly thereafter unloaded and reweighed in the same elevator and hopper scales, no leakage, showed total shrinkage 6,370 pounds, or 46 pounds per car; and the weighmaster, commenting upon the transaction, remarked: 'This is one of the finest tests we have had

in recent times, being able to test the entire equipment of the elevator, and the out-turn in my judgment is very flattering.'

"The committee has much data covering the movement of grain between markets having supervised weighing. Comparisons have been made of two statements, each covering 1,000 cars of wheat, 1914 and 1915 crops, the former being dryer, and the latter wetter than the average crop. The evidence is conclusive that, with few exceptions, the variations in weight were not the result of causes for which the several carriers participating in the haul were responsible or liable.

"The following results are noted:

	1914	1915
Average variation, in pounds, per car (1,000 cars).....	85.4	191
Average variation, in pounds, per car, on the cars showing shortage	97.9	196
Average net shortage, in pounds, per car (1,000 cars).....	75.3	184.7
Total number of cars showing variance of less than 200 pounds	934	605
Total number of cars showing variance less than 300 pounds..	969	856
Maximum shortage on individual cars.....	870	1,150
Maximum overrun on individual cars.....	890	840
Total number of cars even.....	119	14

"More than 40 per cent of the cars for year 1915-16 showed variances between 100 and 200 pounds; and in addition, 25 per cent showed variances between 200 and 300 pounds; 65 per cent of the cars ranged between 100 and 300 pounds; 85 per cent between even and 300 pounds per car.

"Respecting the maximum variations, shortage and overruns, shown in the two statements, the committee has information proving how such variations, involving thousands of pounds, may happen on cars that move under perfect seal protection and without leakage evidence."

HAY INSPECTION.

The legislature of 1915 abolished hay inspection. This was accomplished by rewriting the grain inspection law, transferring the department from the control of the Public Service Commission to that of the department of agriculture and omitting all mention of hay. The general public was not aware this had been done until the bill had received the sanction of both houses. The bill was drawn the night before the last day on which bills would be permitted to be introduced and was passed during the rush of the closing hours of the legislative body. When the fact that hay inspection had been abolished became known, protests began to reach the Governor and they came from so many parts of the state the Governor finally decided to withhold his approval. The Governor's veto left the department where it had been since 1911 and saved the hay inspection for those who wished to avail themselves of its provisions.

The writer had at all times held that the grades adopted by the Commission early in 1913, as well as the grades in force before that time, were not such that exact justice could at all times be meted out to both buyer and seller of hay. This matter was brought to the attention of the Public Service Commission early in 1915 and a new set of

rules governing the grading and discounting of hay were drafted, and the tentative grades thus provided were submitted to the hay growers of various sections of the state. Later, hearings were held at Spokane and Seattle and the rules now in force were finally adopted August, 1915.

I am very glad to report that virtually all expected to be accomplished by the new grades has been realized. Since that time, the department has inspected a much larger volume of hay than in any corresponding period preceding it, and the complaints from both buyer and seller have almost become a hazy dream of the past.

I want to say in passing that Washington and Minnesota are the only states that maintain hay inspection. All terminal markets have a system of hay inspection, organized by, and under the control of, the hay dealers of the city where located. If Washington hay growers and shippers will make an investigation of the facts, they will learn that Washington and Minnesota stand alone in providing rules and regulations where the interest of the shipper is taken into consideration when providing rules under which the work is carried on.

In Washington, I feel sure, it will be found that the interest of both buyer and seller has had equal consideration and that if in hay inspection the rules are followed to the letter, both parties will receive that to which they are entitled—a square deal, nothing more, nothing less—and when we have accorded this manner of service we are not greatly interested in just how either party accepts the findings.

The writer had the opportunity of making a careful investigation of the hay inspection work at Kansas City, Missouri, quite recently. Kansas City is the largest primary hay receiving market in the United States. The department is an organization of the Kansas Hay Dealers' Association, which controls not only the making of the rules by which the game is played, but they also provide the umpire.

Kansas City hay dealers buy very little hay "to arrive." They solicit "consignments," that is, hay shipped to the various members of the association to be sold for the shipper. The market opens at 9 a.m. each business day and closes at 12 m. The hay is placed on the inspection track of the carrier transporting the consignment and a number of men are set to work removing about fifty bales from each car, which is placed alongside the car from which removed. An inspector goes along the track, views the bales removed, which in their parlance is termed the "plug." He also goes inside the car and views the exposed bales and on information thus obtained places his grade. If he finds a damaged bale in the "plug" or if some shows up among the exposed bales remaining in the car, a grade below No. 1 is placed against the entire car. The commission man then proceeds to sell. If No. 1 hay is quoted at \$13.50, he may sell this car for \$11.50 on account of being graded No. 2. The commission man receives a commission of 75 cents a ton for selling any grade. Besides this selling charge, the shipper pays 40 cents per car for "plugging," 40 cents for weighing, besides switching charges, if any.

When it is known that less than five per cent of the hay reaching Kansas City is graded No. 1, it will readily be seen just about how much protection the inspection system thus accords the shipper.

We append a table herewith showing the grades and discounts placed against hay since our new rules have been in force. We would be glad to have a careful study made of this table by those interested in buying and selling this commodity. See Tables 4 and 5.

GRADES ON TURKEY RED.

During the fall of 1915 buyers complained that we were not holding Turkey Red wheat to the standard that should be maintained to insure trading basis Washington grade. Finally we had tests made on four cars which we had passed as No. 1 and which represent many other cars that had been like graded. This test demonstrated to us that we had become somewhat lax in grading this wheat. Turkey Red is a hard wheat, but much of it in this state becomes soft and loses the qualities represented in its natural condition.

The test on the four cars, as made by the International Laboratories of Seattle, follows:

- Car 12087—Wet Gluten, 26.3; Dry, 9.2 per cent.
- Car 122351—Wet Gluten, 27.5; Dry, 9.65 per cent.
- Car 122305—Wet Gluten, 24.5; Dry, 8.6 per cent.
- Car 122159—Wet Gluten, 23.5; Dry, 8.25 per cent.

Turkey Red wheat, to meet the requirement for which it is purchased and to command its full market value, should yield a wet gluten of approximately 30 per cent and it has been our purpose to maintain our No. 1 on this basis.

WEIGHT OF SMUT AS SHOWN BY WASHING AND SCOURING.

In order to test the accuracy of the scouring machine, we made a number of tests by washing. We would take 100 grams of wheat and make a moisture determination; would take the same amount of the same wheat and remove the smut by washing; would reweigh the washed wheat and make a moisture test of the washed sample; would then remove the smut by scouring a third sample of the same quantity of wheat. The results of a few of the tests are submitted:

Original moisture	8.3	per cent
Final moisture	25.5	per cent
Weight of wet wheat.....	115.5	grams
Loss shown by washing.....	1.7	per cent
Loss shown by scouring.....	2.0	per cent
Original moisture	9.3	per cent
Final moisture	24.5	per cent
Weight of wet wheat.....	113.0	grams
Loss shown by washing.....	2.2	per cent
Loss shown by scouring.....	2.5	per cent

Original moisture	9.3	per cent
Final moisture	24.5	per cent
Weight of wet wheat.....	112.5	grams
Loss shown by washing.....	2.2	per cent
Loss shown by scouring.....	2.0	per cent
Original moisture	9.8	per cent
Final moisture	26.4	per cent
Weight of wet wheat.....	113.37	grams
Loss by washing.....	3.23	per cent
Loss by scouring.....	4.5	per cent

By these tests it will be seen that a slightly greater loss is shown by scouring than by washing. This is to be expected for the reason that in scouring some abrasions must take place by which a slight loss of weight, in addition to that of the smut, results.

EASTERN GRADES ON WASHINGTON WHEAT.

We append copies of three letters which passed between this department and the Illinois grain inspection department at Chicago. They are self-explanatory.

TACOMA, WASH., January 29, 1916.

Chief Grain Inspector, State of Illinois, Chicago, Ill.

DEAR SIR: Under instructions from Albers Bros. Milling Co., Seattle, we sent you yesterday, by Northern Express, prepaid, the following standard samples of Washington grades:

- No. 1 Bluestem
- No. 1 Club
- No. 1 Fortyfold
- No. 1 Fife
- No. 1 Red Russian
- No. 1 Turkey Red

Also, at their request, we are enclosing herewith a book of rules promulgated by the Public Service Commission with reference to discounts when wheat grades below the contract grade, which in this state is No. 1. You will observe that this department places a discount by reason of smut, such discount being represented in percentage.

I understand that considerable of our wheat has been sold to eastern millers, basis Washington grades, and these samples are sent in harmony with that purpose.

Yours very truly,

R. D. JARBOE,
Chief Grain Inspector.

CHICAGO, February 2, 1916.

Mr. R. D. Jarboe, Chief Inspector Grain Inspection Department, Tacoma, Washington.

DEAR SIR: As per your letter of January 29th, asking for grades on six samples submitted to me for grading, will state they would grade as follows:

- No. 1 Bluestem would grade No. 1 White Western.
- No. 1 Club would grade No. 3 White Western.
- No. 1 Fortyfold would grade No. 1 Mixed White Western.
- No. 1 Fife would grade No. 2 Northern.
- No. 1 Red Russian would grade No. 1 Red Wheat.
- No. 1 Turkey Red would grade No. 1 Western Hard.

The sample of No. 1 Club which we graded No. 3 White Western was so graded on account of smut. Sample marked No. 1 Fife was so graded on account of its light weight. These grades are strictly in accordance with the rules of the Illinois state grain inspection department, and also adopted by the Chicago board of trade.

Hoping this will be of some use to you, I remain,

Yours very truly,

JOHN P. GIBBONS,
Chief Grain Inspector.

February 9, 1916.

Mr. John P. Gibbons, Chief Grain Inspector State of Illinois, Chicago, Ill.

DEAR SIR: I am in receipt of your favor of the 2d, giving me the grades on the six standard samples recently sent you. These samples were sent you at the request of Albers Bros. Milling Co., of Seattle, as stated in my former letter. They are selling considerable of our western wheat to eastern millers and most of their contracts call for basis Washington grades. The samples that I sent you are our standard for the types indicated and I presume that it is Albers Bros.' intention that they would be retained by you and that Washington wheat would be graded in harmony with those samples.

I note that you graded our Bluestem, Club and Fortyfold all under one classification of White Western. There is a very material difference in the milling value of these three types of wheat and in this state we do not bunch them.

I also note that you classified our No. 1 Fife as No. 2 Northern. I was somewhat surprised at this, inasmuch as our Fife is a soft winter wheat and Northern is a hard spring wheat. I would have thought that our Fife, in your market, would have been classified as No. 1 Red Winter and that Red Russian is usually classified in the same way in your state. I also note that you grade our No. 1 Turkey as No. 1 Western Hard, which I think is representative of this wheat.

Yours very truly,

R. D. JARBOE,
Chief Grain Inspector.

MOISTURE TESTS, OCTOBER, 1915.

Twenty tests Turkey Red and Fife:

Maximum	14.2 per cent moisture
Minimum	7.5 per cent moisture
Average	10.8 per cent moisture

Thirty-one tests of Bluestem:

Maximum	11.8 per cent moisture
Minimum	7.7 per cent moisture
Average	8.9 per cent moisture

Thirty-eight tests of Club:

Maximum	12.8 per cent moisture
Minimum	7.1 per cent moisture
Average	8.9 per cent moisture

Forty-six tests miscellaneous samples:

Maximum	12.3 per cent moisture
Minimum	8.9 per cent moisture
Average	12.3 per cent moisture

Thirty-three tests of Montana Turkey Red:

Maximum	14.9 per cent moisture
Minimum	14.0 per cent moisture
Average	14.4 per cent moisture

REPORTS OF PUBLIC WAREHOUSES FOR YEAR ENDING
JUNE 30, 1916.
ADAMS COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Batum	225,450	.....	.....	14,497	.....	.....
Benge	129,072	1,884	2,628	37,889	.....	.....
Bruce	158,901	.....	.....	34,535	.....	.....
Ounningham	312,758	.....	.....	44,635	.....	.....
Hatton	332,024	.....	.....	50,696	.....	.....
Keystone	238,961	6,049	1,938	65,615	2,007	409
Lind	544,886	.....	.....	85,132	.....	.....
Lauer	298,057	.....	.....	30,584	.....	.....
Moody	261,577	.....	.....	22,794	.....	.....
Marcellus	225,000	.....	.....	1,000	.....	.....
Mack	25,416	.....	.....	.....	.....	.....
Othello	12,064	.....	.....	2,393	.....	.....
Paha	152,969	.....	.....	5,339	.....	.....
Packard	260,705	.....	.....	18,697	.....	.....
Pizarro	215,932	.....	.....	24,828	.....	.....
Ralston	317,569	.....	.....	30,615	.....	.....
Ritzville	630,249	600	55	99,758	.....	.....
Roxboro	67,846	.....	.....	11,546	.....	.....
Schafer	57,366	.....	.....	.....	.....	.....
Schoonover	228,642	.....	.....	26,414	.....	.....
Shragg	247,650	.....	.....	30,012	.....	.....
Tokio	198,751	.....	.....	31,435	.....	.....
Vassar	185,679	.....	.....	28,784	.....	.....
Washtucna	490,900	.....	153	48,741	.....	.....
Waukee	19,278	.....	.....	.....	.....	.....
Totals.....	5,832,097	8,483	4,774	740,889	2,007	409

ASOTIN COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Asotin	579,432	.....	36,908	141,237	.....	.....
Silcott	111,190	.....	.....	31,213	.....	.....
Totals.....	690,622	.....	36,908	172,450	.....	.....

BENTON COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Badger	59,202	.....	.....	2,649	.....	.....
Kennewick	26,145	.....	.....	.....	.....	.....
Klona	18,840	.....	.....	4,025	.....	.....
Patterson	15,400	.....	.....	.....	.....	.....
Prosser	162,833	984	.....	27,008	.....	.....
Byron .....	.....	.....	.....	.....	.....	.....
Biggam	43,471	.....	.....	.....	.....	.....
Totals.....	325,391	984	.....	33,677	.....	.....

REPORTS OF PUBLIC WAREHOUSES—CONTINUED.

OHELAN COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Wenatchee	179,688	8,720	2,016	83,178	4,894	2,016

COLUMBIA COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Alto	246,701	.....	7,010	65,579	.....	.....
Dayton	402,195	18,982	285,407	186,322	1,238	16,732
Huntsville	187,517	.....	48,546	20,840	.....	.....
Longs	145,127	.....	4,642	19,159	.....	.....
Menoken	98,872	.....	8,944	778	.....	.....
Relief	40,817	.....	4,368	10,878	.....	.....
Newbll	67,433	.....	20,922	4,151	.....	.....
Starbuck	144,858	.....	5,866	84,751	.....	.....
Turner	214,879	.....	218,489	12,760	.....	.....
Whetstone	88,774	.....	98,800	11,082	.....	9,682
Totals.....	1,581,178	18,982	602,994	365,291	1,238	26,384

DOUGLAS COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Alstown	257,895	13,862	843	46,701	4,540	124
Appledale	45,600	.....	.....	750	.....	.....
Bridgeport	72,689	.....	.....	32,500	.....	.....
Columbia River	4,420	.....	.....	800	.....	.....
Douglas	808,166	4,958	.....	70,839	1,765	.....
Foster Creek	57,646	.....	.....	.....	.....	.....
Sellers Landing	6,602	.....	.....	.....	.....	.....
Gordon	12,600	.....	.....	.....	.....	.....
North Bridgeport	4,591	.....	.....	.....	.....	.....
Mansfield	1,611,498	10,802	8,904	248,110	.....	.....
McOues	74,700	1,050	100	9,020	.....	.....
Rock Island	48,801	.....	.....	5,708	.....	.....
Supplee	295,981	10,850	1,897	91,622	1,214	59
Touhey	71,950	555	.....	23,797	.....	.....
Waterville	453,579	5,324	1,282	62,224	420	33
Withrow	875,862	15,296	5,487	191,868	5,079	1,777
Totals.....	4,196,540	62,207	17,968	782,984	13,018	2,304

REPORTS OF PUBLIC WAREHOUSES—CONTINUED.

FRANKLIN COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Burr Canyon	61,817	.....	.....	19,545	.....	.....
Connell	176,876	.....	.....	30,190	.....	.....
Curry	60,896	.....	.....	11,783	.....	.....
Dilling	71,498	.....	.....	16,642	.....	.....
Eltopia	77,592	.....	.....	17,675	.....	.....
Emery	61,815	.....	.....	32,568	.....	.....
Estes	55,486	.....	.....	7,210	.....	.....
Kahlotus	196,894	.....	.....	23,909	.....	.....
Levy	24,441	.....	.....	.....	.....	.....
McAdams	187,238	.....	.....	22,156	.....	.....
Mesa	73,788	.....	.....	10,296	.....	.....
Snake River Junction..	57,498	.....	.....	13,158	.....	.....
Sulphur	73,612	.....	.....	15,000	.....	.....
Windust	8,506	.....	.....	.....	.....	.....
Ringgold	3,583	.....	.....	3,071	.....	.....
Totals.....	1,139,985	.....	.....	223,908	.....	.....

GARFIELD COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Central Ferry .....	.....	.....	.....	.....	.....	.....
Chard	8,440	.....	4,351	.....	.....	.....
Dodges Siding	38,815	.....	5,859	6,527	1,935	.....
Houser	26,770	.....	5,802	6,460	.....	5,802
Illa	126,117	.....	42,008	64,089	.....	.....
Judkins Landing	149,917	.....	31,948	72,618	.....	.....
Mayview	136,624	539	113,250	27,738	.....	7,887
Pomeroy	642,469	337	371,360	156,487	.....	2,461
Rice's Bar	53,727	.....	6,102	9,454	.....	.....
Zumwalt	43,847	.....	41,177	6,084	.....	2,077
Totals.....	1,226,226	878	671,346	349,407	1,935	18,227

GRANT COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Bacon	20,000	.....	625	800	.....	.....
Coulee City	925,088	1,000	788	78,665	.....	.....
Corfu .....	.....	.....	.....	.....	.....	.....
Ephrata	307,729	315	300	45,088	.....	.....
Forreys Spur	71,000	.....	.....	.....	.....	.....
Hartline	757,587	2,702	2,241	198,971	1,000	250
Hanson	287,819	.....	.....	87,253	.....	.....
Krupp	359,470	.....	.....	23,008	.....	.....
Quincy	239,981	.....	.....	16,508	.....	.....
Ruff	500,279	3,402	.....	50,928	.....	.....
Sieler	24,081	.....	.....	1,000	.....	.....
Trinidad	23,300	.....	.....	1,030	.....	.....
Warden	207,411	.....	.....	25,891	.....	.....
Wheeler	215,126	.....	.....	15,704	.....	.....
Wilson Creek	267,500	.....	.....	38,510	.....	.....
Totals.....	4,206,321	7,419	3,954	583,354	1,000	250

REPORTS OF PUBLIC WAREHOUSES—CONTINUED.

KITITAS COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Ellensburg	12,529	.....	.....	2,251	.....	.....

KLIKITAT COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Alderdale	60,000	.....	.....	1,800	.....	.....
Centreville	168,082	778	8,455	18,404	.....	.....
Goldendale	260,950	587	2,014	18,286	.....	.....
Lyle	58,977	.....	92	2,466	.....	.....
Roosevelt	754,895	.....	8,125	8,500	.....	.....
Sundale	7,168	.....	.....	675	.....	.....
Warwick	58,684	.....	.....	9,649	.....	.....
Wakkiakus .....	.....	.....	.....	.....	.....	.....
Total	24,565	.....	.....	.....	.....	.....
Totals	1,888,271	1,815	18,686	54,780	.....	.....

LINCOLN COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Almira	624,645	975	1,916	81,166	.....	.....
Bluestem	344,681	8,632	7,800	159,041	1,217	235
Canby	122,087	.....	8,850	16,497	.....	95
Oreston	520,780	6,549	20,769	84,898	786	1,981
Davenport	843,746	108	12,914	309,596	417	.....
Denny	119,928	2,070	9,041	51,390	592	8,125
Downs	153,252	.....	100	4,472	.....	.....
Edwall	882,870	2,900	41,495	90,248	2,900	2,140
Fishtrap .....	.....	.....	.....	.....	.....	.....
Fellows	30,868	.....	.....	4,681	.....	.....
Gravelles	146,329	1,700	8,068	39,580	.....	.....
Govan	555,076	455	1,752	73,401	.....	240
Harrington	1,060,182	11,180	18,268	388,384	400	5,368
Irby	283,865	169	880	31,054	.....	.....
Lamona	124,005	.....	1,800	16,686	.....	1,050
Mohler	546,588	.....	1,701	189,240	.....	.....
Mondovi	311,731	8,049	8,551	118,609	1,261	2,225
Nemo	74,075	.....	.....	3,049	.....	.....
Omans	162,748	555	573	44,468	.....	.....
Odessa	479,046	356	970	58,123	.....	.....
Reardan	623,506	20,046	18,129	149,697	8,547	8,067
Rocklyn	216,100	.....	.....	31,200	.....	.....
Sprague	581,963	1,541	7,278	136,845	.....	.....
Waukon	246,079	15,718	46,776	45,410	2,189	.....
Wilbur	1,028,120	8,499	9,112	218,404	1,011	8,760
Totals	9,521,181	85,101	215,685	2,335,089	14,321	28,256

REPORTS OF PUBLIC WAREHOUSES—CONTINUED.
OKANOGAN COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Brewster	21,550	.....	.....	2,250	.....	.....
Ochesaw	10,869	6,943	.....	.....	.....	.....
Molson	158,121	183,883	30,064	9,342	4,298	246
Oroville	440	2,225	.....	.....	.....	.....
Riverside	16,208	4,817	.....	15,888	.....	.....
Tonasket	68,456	8,447	409	5,882	.....	.....
Pateros .....	.....	.....	.....	.....	.....	.....
Totals.....	275,644	155,815	30,473	32,312	4,298	246

SPOKANE COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Buckley (Coey)	9,317	7,143	.....	1,601	.....	.....
Amber	17,563	890	180	1,697	.....	.....
Cheney	142,139	34,134	7,280	12,061	1,078	824
Espanola	139,116	15,240	2,600	30,858	2,300	450
Fairfield	292,502	396,543	2,857	30,416	33,846	.....
Hite	282,453	17,243	5,924	59,014	1,929	697
Jefferson	33,915	26,400	.....	696	800	.....
Latah	118,567	131,943	.....	13,053	19,699	.....
Medical Lake	36,260	6,573	203	762	.....	.....
Mt. Hope	70,965	59,103	.....	1,343	2,589	.....
Manitou	24,000	10,500	.....	7,000	.....	.....
North Pine	66,973	34,774	75	16,343	11,966	.....
Plaza	180,025	193,464	2,727	17,310	37,363	22
Rockford	219,571	166,273	.....	39,507	7,232	.....
Rodna	115,539	11,081	43,216	21,362	.....	1,330
Spangle	161,779	110,880	953	43,231	23,683	.....
Spring Valley	110,657	53,759	3,705	19,273	3,321	965
Tyler	30,020	3,323	3,160	14,742	1,640	411
Waverly	50,660	62,933	.....	9,363	4,925	.....
Totals.....	2,101,041	1,354,769	77,333	335,210	137,901	4,719

REPORTS OF PUBLIC WAREHOUSES—CONTINUED.

WALLA WALLA COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Ayers	8,971					
Berryman	102,266		2,063	18,241		
Bolles Junction	30,136			16,216		
Climax	25,332			5,797		
Clyde	262,353			48,226		
Coppel	191,844	5,738	147,645	20,358		
Dixie	52,476	8,330	4,827	16,969		1,015
Dry Creek	86,989			12,601		
Eastman	35,181		9,400	3,300		
Elwood	50,056			14,167		
Ernie	54,679					
Eureka Junction	67,647			21,673		
Hadley	179,892		8,827	19,342		
Harberts	60,801		8,394			
Lamar	77,064			7,524		
Lowden	80,906			22,752		
Mathews	37,980			11,036		
Minnick	81,125	10,671	11,530	17,819	2,901	700
Moore	61,238			24,654		
Page	54,075			17,065		
Paddock	73,404			24,928		
Pleasant View	325,972			73,517		
Prescott	554,648		72,835	144,300		503
Roser	54,374					
Rifle	42,526			9,420		
Rulo	124,059			36,330		
Russell Siding	35,582			4,391		
Sapoll	165,976			14,954		
Shaw	67,832			26,746		
Simmons	52,629			15,708		
Sudbury	53,130		7,905	1,345		
Spring Creek	42,750		600			
Thiel	161,736		2,300	24,756		
Touchet	50,277					
Tracy	120,300		11,610			1,637
Valley Grove	157,187		4,400	27,556		
Walla Walla	274,472		33,817	24,398		
Walker	37,286			7,027		
Waitsburg	32,848		11,837	2,679		
Welland	61,850			4,363		
Whitman	48,182			3,239		
Wallula	35,228			16,746		
Totals.....	4,173,029	19,739	333,080	759,688	2,901	3,906

WHITMAN COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Albion	184,187	71,142	8,716	46,778	13,356	414
Almota	274,818	15,400	10,869	55,223	5,750	825
Armstrong	81,852	19,721	1,257	84,782	9,443	.....
Balder	73,874	17,400	2,580	7,980	1,700	2,580
Belmont	60,217	85,188	.....	11,662	8,680	.....
Blackwell	76,942	19,641	.....	.....	.....	.....
Busbey	115,284	25,514	4,111	18,857	12,574	460
Canyon	107,867	.....	.....	26,683	.....	.....
Cashup	259,020	135,633	.....	88,163	23,079	.....
Castleton	57,496	.....	.....	600	.....	.....
Cedar Creek	22,337	23,200	.....	963	11,025	.....
Chambers	167,580	102,272	65,587	59,608	80,173	255
Colfax	152,491	43,118	12,482	15,372	72	.....
Colton	216,042	54,783	97,302	124,361	17,298	39
Coman	47,000	9,742	.....	21,000	6,257	.....
Crabtree	81,815	70,022	.....	27,448	5,776	.....
Diamond	255,220	17,672	9,569	50,482	2,409	786
Donohoe	49,160	30,183	3,839	7,891	.....	.....
Eden	26,146	24,648	.....	17,384	2,390	.....
Elberton	80,184	40,673	527	11,449	8,010	.....
Endicott	534,395	.....	2,490	69,968	.....	.....
Ewan	271,304	.....	1,008	43,667	.....	.....
Fallons	148,065	58,530	4,695	56,915	22,960	80
Fairbanks	85,574	49,420	.....	31,204	4,763	.....
Farmington	129,095	152,549	.....	24,131	29,991	.....
Fletcher	73,772	11,821	.....	20,367	10,537	.....
Garfield	75,581	96,000	.....	8,660	9,258	.....
Geary	33,765	13,170	.....	5,843	2,480	.....
Glenwood	166,663	66,027	5,343	37,370	9,519	.....
Gravel Pit	32,444	.....	.....	1,600	.....	.....
Grinnell	98,017	87,895	.....	32,578	9,549	.....
Hay	333,220	150	50	70,221	.....	.....
Hayfield	21,681	19,573	.....	.....	.....	.....
Hooper	113,668	.....	.....	6,700	.....	.....
Interior	141,827	23,861	27,594	.....	.....	.....
Jerita	145,000	.....	.....	41,510	.....	.....
Johnson	114,924	67,724	35,514	20,498	18,665	230
Juno	71,389	.....	15,570	46,291	154	.....
Kenova	110,624	1,309	9,291	19,347	3,789	92
Kitzmiller	74,666	14,412	5,305	9,241	14,564	2,230
Ladow	19,094	27,143	.....	10,016	564	.....
Lamont	216,314	.....	13,600	32,391	.....	.....
LaCrosse	393,967	.....	1,313	71,004	.....	.....
LaVista	61,804	480	.....	3,627	.....	.....
Leon	82,823	44,249	7,680	32,187	18,422	.....
Long Pine	34,071	61,245	185	9,348	12,317	.....
Longwill	15,258	5,251	.....	3,378	1,519	.....
Malden	96,421	10,479	2,117	5,395	.....	.....
Manning	54,329	15,583	383	.....	.....	.....
McCoy	90,204	49,659	2,320	3,307	22,581	2,065
Mockonema	402,741	33,675	69,665	75,648	.....	465
Oakesdale	217,983	164,925	17,169	16,200	.....	.....
Palisade	39,312	2,059	863	4,929	.....	.....
Palouse	272,963	185,618	1,655	69,199	30,417	223
Pandora	38,313	6,155	.....	5,384	2,252	.....
Pampa	191,276	.....	.....	47,737	.....	.....
Parvin	48,256	61,623	1,675	5,971	3,845	.....
Penewawa	152,422	.....	3,438	13,320	.....	.....
Pine City	121,864	15,434	13,941	33,711	1,725	341
Pullman	199,392	100,291	34,199	58,210	21,023	491
Ringo	20,522	16,379	613	4,757	5,897	.....
Revere	190,384	.....	5,232	43,112	.....	.....
Rosalia	58,319	27,496	1,184	12,653	8,715	756
Rysbeck	35,951	32,984	154	921	.....	.....
St. John	346,603	43,305	6,153	68,661	3,750	.....
Seltice	92,672	79,229	.....	33,094	8,294	.....
Sunset	145,592	39,422	1,519	64,332	13,117	.....

REPORTS OF PUBLIC WAREHOUSES—CONTINUED.

WHITMAN COUNTY—Continued.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Shawnee	78,218	35,023	4,300	7,574	2,106	.....
Sunshine	30,633	12,733	7,973	5,494	.....	.....
Seabury	31,540	26,014	.....	17,507	4,252	.....
Sokulk	31,368	21,062	.....	13,151	1,690	.....
Squaw Canyon	39,854	23,404	5,132	5,942	206	.....
Staley	48,780	20,743	1,643	17,160	14,937	.....
Steptoe	224,490	100,012	1,463	27,674	7,530	730
Stoneham	62,879	21,090	.....	20,370	10,310	.....
Stoner Siding	139,175	.....	7,663	21,372	.....	.....
Swan	23,304	10,365	2,296	2,237	4,139	.....
Tekoa	137,256	324,139	6,233	41,233	42,516	141
Thera	139,696	.....	3,473	13,390	.....	.....
Thornton	134,069	73,991	1,300	23,502	3,139	.....
Tilma	61,770	93,300	2,235	14,956	4,660	.....
Uniontown	291,374	99,936	73,090	121,199	53,326	642
Walters	65,593	53,969	.....	3,949	360	.....
Warner	30,623	57,323	15,974	19,901	9,493	.....
Whelan	72,133	42,444	.....	33,704	22,973	.....
Willada	253,440	.....	.....	31,359	.....	.....
Winona	195,315	.....	397	40,305	.....	132
Wawawai	143,939	23,302	23,319	75,564	13,946	424
Totals.....	11,260,532	3,544,912	635,326	2,479,902	645,291	14,433

YAKIMA COUNTY.

STATIONS	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Alfalfa	6,233	7,235	1,600	1,747	.....	.....
Byron	74,732	.....	.....	25,331	.....	.....
Mabton	233,437	6,417	970	27,333	1,635	.....
Parker .....	.....	.....	.....	.....	.....	.....
Toppenish	3,417	3,124	1,312	.....	.....	.....
Wapato	1,561	935	.....	.....	.....	.....
Totals.....	324,430	17,761	3,832	54,904	1,635	.....

REPORTS OF PUBLIC WAREHOUSES, BY COUNTIES, FOR YEAR
ENDING JUNE 30, 1916.

COUNTIES	RECEIVED			ON HAND		
	Wheat	Oats	Barley	Wheat	Oats	Barley
Adams	5,882,697	7,888	4,566	740,889	2,007	409
Asotin	690,622	.....	86,908	172,450	.....	.....
Benton	825,891	984	.....	88,677	.....	.....
Obelan	179,688	8,720	2,016	88,178	4,894	2,016
Oolumbia	1,581,178	18,982	692,994	865,291	1,288	26,884
Douglas	4,196,540	62,207	17,963	782,984	13,018	2,800
Franklin	1,189,985	.....	.....	223,908	.....	.....
Garfield	1,226,226	878	671,846	849,407	1,985	18,227
Grant	4,206,821	7,419	8,954	568,854	1,000	250
Kittitas	12,529	.....	.....	2,251	.....	.....
Klickitat	1,888,271	1,815	13,686	54,780	.....	.....
Lincoln	9,521,181	85,101	215,686	2,335,089	14,821	28,256
Okanogan	275,644	155,815	80,478	82,812	4,298	246
Spokane	2,101,041	1,854,769	77,888	886,210	157,901	4,719
Walla Walla	4,178,029	19,789	888,090	769,778	2,901	8,906
Whitman	11,280,582	8,544,912	686,826	2,479,902	645,291	14,486
Yakima	824,480	17,761	8,882	54,904	1,685	.....
Totals.....	48,485,845	5,280,980	2,889,773	9,889,309	850,489	101,698

COMPARATIVE STATEMENT OF AMOUNT OF WHEAT HANDLED
BY PUBLIC WAREHOUSES.

Statement showing the amount of wheat handled throughout the State by each of the three classes of warehousemen. "Line Houses" are those which are owned by corporations having milling or exporting facilities at terminals. "Farmer Houses" are those owned by farmer organizations and "Other Houses" are individuals who own and operate houses throughout the grain belt but who have no terminal facilities. The table shows the number of bushels of wheat handled by each class in each county, the number of stations where operated, the average number of bushels per house and the percentage of the county's production handled by each.

	Number of Stations	Total Wheat	Average to Station	Per Cent. of County
ADAMS COUNTY—				
Line	87	2,858,543	63,614	44.2
Farmer	20	2,249,398	112,115	42.2
Others	12	717,667	59,807	18.6
ASOTIN COUNTY—				
Others	5	654,892	130,880	100.0
BENTON COUNTY—				
Line	2	74,755	37,377	11.4
Others	9	561,774	64,042	88.6
COLUMBIA COUNTY—				
Line	9	817,278	85,258	19.6
Farmer	4	299,814	74,828	18.6
Others	21	998,121	47,580	62.8

**COMPARATIVE STATEMENT OF AMOUNT OF WHEAT HANDLED
BY PUBLIC WAREHOUSES—CONTINUED.**

	Number of Stations	Total Wheat	Average to Station	Per Cent. of County
CHELAN COUNTY—				
Others	2	139,552	69,776	100.0
DOUGLAS COUNTY—				
Line	14	937,578	66,969	31.1
Farmers	11	1,420,574	129,143	47.8
Others	9	654,855	73,873	21.1
FRANKLIN COUNTY—				
Line	15	462,553	30,837	58.0
Farmers	6	335,677	55,946	42.0
GARFIELD COUNTY—				
Line	4	459,584	114,883	30.2
Farmers	1	111,721	111,721	7.3
Others	10	943,651	94,365	62.5
GRANT COUNTY—				
Line	8	330,331	47,541	12.0
Farmers	13	1,709,879	131,529	54.1
Others	17	1,069,108	62,888	33.9
KLIKITAT COUNTY—				
Line	3	243,380	81,280	30.4
Farmers	2	244,063	122,017	30.5
Others	3	312,360	39,045	39.1
LINCOLN COUNTY—				
Line	35	3,577,311	102,209	42.6
Farmers	14	2,525,685	180,406	30.1
Others	28	2,280,937	81,466	27.3
OKANOGAN COUNTY—				
Others	10	149,146	14,914	100.0
SPOKANE COUNTY—				
Line	14	743,561	53,470	37.7
Farmers	19	946,205	49,800	48.3
Others	7	260,969	37,280	14.0
WALLA WALLA COUNTY—				
Line	36	2,233,332	62,523	51.1
Farmers	15	1,207,966	80,531	27.4
Others	12	962,532	81,878	21.5
WHITMAN COUNTY—				
Line	70	4,715,257	67,443	42.5
Farmers	45	3,411,349	76,809	30.7
Others	53	2,966,611	56,087	23.8
YAKIMA COUNTY—				
Others	8	237,797	29,724	100.0
STATE—				
Line	223	16,557,275	74,283	33.0
Farmers	150	14,459,449	96,373	33.2
Others	211	12,552,670	59,492	23.8

There are 301 places in the state where public warehouses are located. Seven hundred and two public houses are operated in the 301 places. The farmers operate at 150 points and have 184 houses. They handled through these houses from July 1st to November 1st, 14,459,499 bushels of wheat, or 33.2 per cent of the total deliveries. They handled an average of 96,373 bushels of wheat at each of the 150 points. The line houses handled 16,557,275 bushels at 223 points, being 38 per cent of the deliveries and averaging 74,288 bushels for each station. Independent dealers other than farmers' organizations operated at 211 points, handled 12,552,670 bushels of wheat, being 28.8 per cent of the total deliveries for each station. Figuring \$3,000.00 to be an average value for each of the 184 houses owned by the farmers' organization, they have an investment in their grain handling venture of \$552,000.00.

The Washington farmers, handling, as they are, 33.2 per cent of the grain crop of the state, lead all other states in this respect. Iowa and Illinois have more farmer organizations handling grain, but do not handle so large a percentage of their state's product. The Society of Equity, operating in the Dakotas and Minnesota, does not handle nearly so much of the total product of these states as do the Washington farmers. In fact, the Farmers' Union organization of Washington, engaged in handling grain, has made a record not equaled by that of any other state.

NEEDED LEGISLATION.

I respectfully submit the following legislation as needful to the betterment of the department:

First. I would recommend that the inspection of hopper scales be placed under the supervision of the railroad track scale department of the Public Service Commission. This department is the best prepared to properly inspect hopper scales of any in the state. In fact, the railroad track scale inspector is the only one who has the right facilities to rightfully do this work.

Second. I would also recommend that the legislature provide for the weighing of hay and the issuance of primary weight certificates at point of shipment. This can be done without additional expense to the shipper of hay and would be a very valuable service. Three-fourths of all hay sold goes to points not provided with state inspection and weighing, and no little confusion and controversies arise over weights. By providing for weighing at points of shipment, this can be avoided and will greatly facilitate the trading in this commodity. It is my thought that owners of scales could be appointed state weighers and authorized to issue certificates of weight. They would be placed under bond and subscribe to the oath of office to which other state officers subscribe. Their compensation would be the fee charged for weighing each wagon load. This charge is now made and so better and more satisfactory service could be provided without additional expense.

Third. Washington Grain Inspection Department is the only one which will render a service at a loss. In other markets parties desir-

ing the service are required to sign a contract guaranteeing the full cost of same. In this state we are called upon daily to furnish men when, owing to the facilities of the party being served, it often costs \$5.00 to earn \$1.00 in fees. A fee bill should be provided which will do away with this burden, and place the expense where it belongs. Any legislation along this line should specifically provide that no greater fee than is now provided shall be charged against the grain, but that the additional fee should be absorbed and paid by the party to whom the service is rendered.

This, I think, is all the legislation needed at this time. Washington grain inspection laws are among the best, if not the very best, of any state. Our laws and regulations are not only the equal of those of any other state, but are superior to those of the various board of trade departments of the country. For this we have to thank the Washington legislature which enacted the laws and the Public Service Commission which promulgated the rules under which the laws would be enforced. We, therefore, with full confidence, expect the legislature will not withhold any needed legislation that may tend to put the department on a better and more efficient basis.

CONGRATULATIONS.

We, in closing, want to thank your honorable body for the splendid support and co-operation you have so freely given us during the past three years. We also desire to commend to you the faithful, efficient and loyal support we have had from the various chief deputies and all others associated with them in carrying on the work. This faithful and efficient service is ever needful and no one appreciates so much as I the fullness with which it has been accorded.

Last, but not least, we want to express from the fullness of our hearts our thanks for the splendid confidence so freely given us by those for whom we labor. We have strived to render as near exact justice to all as it was in our power to do, and while, no doubt, mistakes have been made, they were not made purposely. From the great multitude of people with whom and for whom we have labored, we are indebted for many kindly expressions and acts of forbearance, which we appreciate too deeply to properly express here, but will say in conclusion that we trust our future relations may be none the less pleasant.

Respectfully submitted,

R. D. JARBOE,
Chief Grain Inspector.

Table No. 1.

TONS OF GRAIN AND HAY INSPECTED DECEMBER 1, 1914, TO OCTOBER 31, 1916, AT THE VARIOUS INSPECTION POINTS.

MONTH	TACOMA		SEATTLE		OUT INSPECTION		SPOKANE		EVERETT		BELLINGHAM		TOTAL	
	Grain	Hay	Grain	Hay	Tacoma	Seattle	Grain	Hay	Grain	Hay	Grain	Hay	Grain	Hay
1914.														
December	22,309	732	33,170	1,243	.....	.....	4,202	1,035	724	337	353	372	60,373	3,309
1915.														
January	25,175	773	13,040	1,129	.....	.....	3,233	1,373	751	191	305	213	47,659	3,339
February	25,433	1,911	13,302	1,139	.....	.....	3,476	1,221	235	265	212	363	43,753	4,904
March	21,323	1,474	26,950	501	.....	.....	3,623	1,163	124	214	317	135	32,342	3,542
April	9,702	1,133	11,316	746	.....	.....	2,534	1,222	123	103	323	203	24,333	3,433
May	10,437	320	16,447	339	.....	.....	2,532	1,049	260	155	Discontinued			2,554
June	11,350	632	15,629	274	.....	.....	2,459	907	172	199				2,012
July	13,133	433	20,217	533	.....	.....	1,321	777	232	176				1,339
August	19,703	1,470	26,236	1,546	.....	.....	1,333	1,153	403	239				4,465
September	45,954	1,333	53,432	2,340	.....	.....	3,005	1,195	903	329			106,944	5,247
October	47,433	1,635	53,432	3,243	3,333	.....	4,616	1,332	303	473			114,337	6,793
November	23,121	1,042	33,940	2,307	4,932	.....	4,049	1,237	491	390			36,533	4,973
December	23,307	1,032	40,750	2,113	6,943	.....	3,733	713	1,532	232			31,310	4,035
1916.														
January	13,143	1,630	21,403	3,533	14,375	350	11,229	912	400	300			66,103	6,435
February	12,235	1,033	15,445	2,030	7,410	4,591	21,432	530	203	193			61,377	3,301
March	13,945	1,731	25,370	2,214	2,901	3,764	49,739	702	203	303			96,605	5,045
April	7,643	1,409	17,119	1,322	1,473	1,171	17,739	571	231	275			45,333	3,777
May	13,433	1,730	21,334	2,143	643	1,957	14,246	563	133	265			51,979	4,633
June	9,303	439	15,931	1,732	31	336	11,765	333	322	49			33,233	2,723
July	10,301	454	16,473	1,630	.....	.....	9,700	330	403	35			35,773	2,339
August	21,633	1,543	23,033	2,536	236	2,153	45,394	930	239	323			92,341	5,332
September	23,124	1,427	31,332	2,120	35	1,232	115,223	692	303	350			176,539	4,539
October	29,410	1,340	37,475	2,313	5,035	.....	65,901	375	507	342			133,323	5,275
Totals.....	474,249	27,309	622,335	40,305	47,317	16,107	402,304	21,294	9,563	5,956	1,005	1,351	1,374,335	96,275

Table No. 2.

TABULATION SHOWING GRADE AND DOCKAGE OF WHEAT INSPECTED IN TACOMA FROM JULY 1, 1915,
TO JUNE 30, 1916.

Also showing percentages of each type to total; of docked and undocked to No. 1 total; of No. 1, No. 2, No. 3 and No
Grade to total of type; of dockage for smut, foul and other reasons and total dockage to total of type and the
average percentage of each of the above.

TYPE	Total Weight	NUMBER 1		Total No. 1	No. 2	No. 3	N. G.	DOCKAGE FOR			Total Discount
		Undocked	Docked					Smut	Foul	Other	
BLUESTEM	192,985,171	188,854,848	6,946,437	190,800,786	1,915,115	73,975	145,236	232,929	276,542	22,180	551,651
Percentage	42.52	98.36	3.64	98.89	0.99	0.04	0.03	0.13	0.14	0.01	0.28
OLUB	98,498,452	45,966,888	44,726,000	90,692,973	2,650,244	81,608	68,627	1,056,967	130,908	12,442	1,200,317
Percentage	20.60	50.68	49.32	97.01	2.88	0.09	0.07	1.13	0.14	0.01	1.23
FIFE	71,165,951	60,257,856	9,875,631	70,138,487	888,167	106,529	42,768	184,688	49,417	2,600	236,700
Percentage	15.68	86.92	14.08	98.55	1.24	0.15	0.06	0.26	0.07	0.00	0.33
FOETTYFOLD	30,956,127	12,929,887	17,840,938	30,770,225	140,306	36,348	9,251	449,789	107,909	48,502	606,200
Percentage	6.82	42.02	57.98	99.40	0.45	0.12	0.03	1.45	0.36	0.15	1.96
RED RUSSIAN	10,985,392	3,685,448	7,170,072	10,865,520	107,126	.....	2,740	181,086	25,238	2,618	208,936
Percentage	2.42	33.95	66.05	99.00	0.97	.....	0.03	1.66	0.23	0.02	1.90
TURKEY RED	54,230,562	27,495,497	2,168,898	29,668,895	23,577,639	310,836	728,192	64,689	45,750	2,879	112,828
Percentage	11.96	92.70	7.30	54.65	43.44	0.57	1.34	0.12	0.08	0.01	0.21
TOTALS	453,796,655	334,189,807	88,727,016	422,916,885	29,273,594	609,236	906,880	2,190,152	635,819	20,721	2,916,692
Percentage average	100.00	79.02	20.98	98.20	6.45	0.13	0.22	0.43	0.14	0.02	0.64

Table No. 3.

TABULATION SHOWING GRADE AND DOCKAGE OF WHEAT INSPECTED IN SEATTLE FROM JULY 1, 1915, TO JUNE 30, 1916.

Also showing percentages of each type to total; of No. 1, No. 2, No. 3 and No Grade to type total; of smut, foul and other causes for dockage and total dockage to type total, and average percentages of each of the above.

TYPE	Total Weight	No 1.	No. 2	No. 3	N. G.	DISCOUNT FOR			Total Discount
						Smut	Foul	Other	
BLUESTEM	175,616,014	163,437,798	6,746,880	59,974	321,417	343,374	263,796	123,988	742,108
Percentage	33.83	95.94	3.84	0.04	0.18	0.20	0.15	0.07	0.42
CLUB	88,625,953	83,437,247	3,490,416	462,157	1,236,133	968,835	217,645	53,451	1,239,931
Percentage	19.62	94.15	3.94	0.52	1.39	1.09	0.25	0.06	1.40
FIFE	85,820,420	84,011,469	1,412,149	11,727	385,075	211,921	67,430	21,763	301,114
Percentage	19.00	97.89	1.65	0.01	0.45	0.24	0.08	0.08	0.35
FORTYFOLD	37,773,708	36,730,560	909,835	13,093	75,686	498,118	172,355	69,609	735,082
Percentage	8.36	97.36	2.41	0.03	0.20	1.30	0.46	0.13	1.94
TURKEY RED	48,030,439	19,508,550	27,154,877	1,184,579	232,433	75,985	37,450	19,401	132,846
Percentage	10.65	40.53	56.48	2.46	0.43	0.16	0.07	0.04	0.27
RED RUSSIAN	15,770,080	15,770,080	.....	.....	.....	236,790	31,464	10,456	328,710
Percentage	3.49	100.00	.....	.....	.....	1.32	0.20	0.06	2.08
TOTALS	451,691,612	407,935,729	39,713,607	1,731,520	1,250,746	2,835,033	798,140	301,618	3,479,791
Percentage average	100.00	90.33	8.79	0.38	0.50	0.53	0.17	0.07	0.77

Table No. 4.
TABULATION SHOWING GRADE AND DOCKAGE OF HAY INSPECTED AT TACOMA FROM JULY 1, 1915, TO
JUNE 30, 1916.

TYPE	Total Weight	No. 1	No. 1 X	No. 2	No Grade	DOCKAGE FOR			Total Dockage
						Grade	Mixture	Other	
ALFALFA	9,750,981	8,118,546	168,800	881,798	687,000	107,611	80,023	54,778	198,012
Percentage	41.70	88.26	1.67	8.53	6.54	1.10	0.81	0.56	1.97
CLOVER	509,508	349,742	53,804	96,638	9,251	16,506	8,117	1,423	21,140
Percentage	1.77	68.64	10.57	18.97	1.82	3.25	0.61	0.28	4.14
WILD	800,721	734,471	.....	42,234	84,016	7,416	.....	9,701	17,117
Percentage	2.90	85.83	.....	4.91	9.76	0.80	.....	1.12	1.98
TIMOTHY	12,002,880	9,673,834	.....	1,900,477	423,545	183,215	.....	237,632	470,847
Percentage	41.70	8.57	.....	15.86	3.57	1.53	.....	2.30	3.92
TIMOTHY MIX	2,185,900	1,949,246	.....	174,586	62,065	15,823	168,481	8,833	198,137
Percentage	7.50	89.17	.....	7.99	2.84	0.72	7.71	0.40	8.88
WHEAT	2,746,969	2,308,070	47,604	302,822	133,898	21,838	8,046	8,982	38,881
Percentage	9.54	82.86	1.74	11.01	4.87	0.80	0.11	0.32	1.33
OAT	308,908	307,711	.....	9,712	51,870	652	.....	.....	652
Percentage	1.23	86.30	.....	2.63	18.93	0.18	.....	.....	0.18
WHEAT STRAW	309,687	239,915	.....	56,087	49,636	4,206	.....	1,250	5,456
Percentage	1.25	70.60	.....	15.60	13.80	1.17	.....	0.34	1.51
TOTALS	29,785,684	28,680,655	264,443	3,413,871	1,456,080	367,871	306,267	372,604	985,242
Percentage	100.00	82.16	0.92	11.56	5.06	1.24	0.71	1.30	3.25

Table No. 5.

TABULATION SHOWING GRADE AND DOCKAGE OF HAY INSPECTED AT SEATTLE FROM JULY 1, 1915, TO
JUNE 30, 1916.

TYPE	Total Weight	No. 1	No. 1 X	No. 2	No Grade	DOCKAGE FOR			Total Dockage
						Grade	Mixture	Other	
TIMOTHY	19,151,836	14,092,123	.....	4,656,459	401,254	291,868	.....	641,111	982,984
Percentage	41.19	73.58	.....	24.82	2.10	1.52	.....	3.35	4.87
ALFALFA	21,148,042	17,307,276	.....	2,797,512	1,043,254	177,199	.....	329,455	506,654
Percentage	45.49	81.84	.....	13.23	4.96	0.84	.....	1.55	2.40
TIMOTHY MIX	5,314,300	4,584,667	.....	613,869	165,864	21,835	413,308	157,050	592,223
Percentage	11.43	85.88	.....	11.55	3.12	0.41	7.78	2.96	11.15
PRAIRIE	407,013	407,013	.....	.....	.....	.....	.....	12,623	12,623
Percentage	0.88	100.00	.....	.....	.....	.....	.....	3.10	3.10
GRAIN	322,965	322,965	.....	.....	.....	.....	.....	.....	.....
Percentage	0.69	100.00	.....	.....	.....	.....	.....	.....	.....
BLUEJOINT	85,188	58,792	.....	26,391	.....	1,980	.....	.....	1,980
Percentage	0.18	69.02	.....	30.98	.....	2.32	.....	.....	2.32
CLOVER	61,405	61,405	.....	.....	.....	120	.....	.....	120
Percentage	0.13	100.00	.....	.....	.....	0.19	.....	.....	0.19
RED TOP	5,063	5,063	.....	.....	.....	.....	.....	.....	.....
Percentage	0.01	100.00	.....	.....	.....	.....	.....	.....	.....
WILD	3,172	3,172	.....	.....	.....	.....	.....	.....	.....
Percentage	0.01	100.00	.....	.....	.....	.....	.....	.....	.....
TOTALS	46,409,089	36,792,486	.....	8,086,231	1,610,872	492,927	413,308	1,140,359	2,046,594
Percentage average	100.00	79.00	.....	17.41	3.46	1.06	0.89	2.45	4.40

Table No. 6.

TABULATION SHOWING GRADE AND DOCKAGE OF WHEAT INSPECTED IN SPOKANE FROM JULY 1, 1915,
TO JUNE 30, 1916.

TYPE	Total Weight	No. 1	No. 2	No. 3	N. G.	DISCOUNT FOR			Total Discount
						Smut	Foul	Other	
BLUESTEM	42,994,974	41,729,086	882,188	162,755	241,000	73,086	81,528	46,716	201,280
Percentage	19.80	97.06	2.01	0.87	0.56	0.16	0.18	0.13	0.47
OLUB	73,223,008	67,729,511	4,109,651	1,296,246	152,600	1,023,814	213,128	49,501	1,296,443
Percentage	33.72	92.49	5.61	1.69	0.21	1.40	0.29	0.07	1.76
FIFE	28,887,823	27,558,417	1,278,906	.....	.....	68,235	54,845	4,986	127,575
Percentage	13.23	95.56	4.44	.....	.....	0.23	0.18	0.03	0.44
FOITYFOLD	84,830,633	83,879,726	951,047	49,860	.....	960,960	72,150	43,620	1,076,730
Percentage	16.06	97.13	2.78	0.14	.....	2.75	0.21	0.13	3.09
RED RUSSIAN	7,879,888	7,879,888	.....	.....	.....	196,250	20,040	2,449	218,739
Percentage	3.63	100.00	.....	.....	.....	2.48	0.26	0.03	2.77
TURKEY RED	29,874,827	24,234,383	3,829,654	671,650	589,140	88,967	88,294	23,605	200,866
Percentage	13.51	82.67	13.06	2.27	2.00	0.30	0.30	0.03	0.63
TOTALS	217,195,661	208,061,019	11,081,891	2,120,511	982,740	2,411,262	529,485	170,886	3,111,633
Percentage	100.00	96.49	5.08	0.96	0.45	1.11	0.24	0.08	1.43

Table No. 7.
FINANCIAL STATEMENT OF GRAIN DEPARTMENT FROM APRIL 1, 1913, TO OCTOBER 31, 1916.
Showing amounts received and disbursed monthly at the various inspection points.

DISBURSEMENTS														
	General	Bellingham	Everett	Spokane	Seattle	Tacoma	Total	Tacoma	Seattle	Spokane	Bellingham	General		
Last report .. 1914	\$1,364 00	\$359 20	\$1,509 25	\$4,849 69	\$27,889 13	\$30,752 68	\$67,222 95	\$67,861 75	\$26,008 29	\$22,495 14	\$5,605 46	\$1,509 25	\$848 65	\$1,399 96
December	6 00	57 00	94 35	289 65	1,707 70	1,240 85	3,375 55	3,585 41	1,488 40	1,588 10	307 55	94 20	57 00	55 16
1915														
January	6 00	39 90	76 85	261 10	957 80	1,339 30	2,690 96	2,984 13	1,351 43	1,109 10	249 55	76 00	40 00	109 06
February		51 80	49 35	255 14	979 08	1,460 45	2,795 77	2,802 48	1,342 40	1,079 10	238 65	43 00	55 00	44 33
March	8 00	40 15	33 85	257 59	1,299 30	1,194 81	2,823 70	3,759 32	1,544 85	1,832 95	242 90	48 35	50 02	490 63
April		35 90	25 85	219 29	688 90	1,579 58	1,529 52	2,067 97	815 62	968 40	213 00	28 00	35 90	12 05
May			87 85	207 66	811 65	583 90	1,641 06	1,990 40	779 73	958 80	215 65			36 22
June	27 00		33 50	181 79	757 70	648 00	1,647 99	1,948 33	783 41	893 25	246 00			75 67
July	413 00		35 55	142 34	1,057 60	889 45	2,537 94	2,402 90	897 25	1,013 25	219 65	107 00		165 75
August	206 00	27 00	79 45	159 08	1,482 40	1,309 30	3,263 23	2,609 85	963 11	1,133 00	221 50	100 00		192 24
September ..	40 50		113 70	246 51	2,989 80	2,385 60	5,726 11	4,469 25	1,776 98	2,237 80	226 01	125 00		104 01
October	104 40		39 90	271 28	3,122 87	2,574 15	6,162 60	4,675 82	1,971 85	2,269 21	268 49	80 00		86 27
November	74 05		96 65	229 19	2,713 75	1,453 45	4,572 09	4,265 46	1,688 90	2,229 00	216 80	100 00		30 96
December	21 25		152 15	185 01	2,053 15	1,751 70	4,163 26	3,862 90	1,355 40	1,968 70	246 28	125 00		137 52
1916														
January	21 17		60 35	505 80	1,407 95	1,526 70	3,521 97	3,508 84	1,506 15	1,592 45	216 47	110 00		83 77
February	46 25		55 95	736 68	1,102 65	987 56	2,980 09	2,785 46	1,063 15	1,350 55	304 77	25 00		51 99
March	27 00		63 10	1,864 02	1,634 00	915 35	4,503 77	3,043 38	882 35	1,499 34	566 50	80 00		15 19
April	49 50		49 05	676 97	1,082 90	589 40	2,377 82	2,609 20	844 77	1,298 15	332 43	55 00		78 85
May	32 00		41 85	521 90	1,231 94	784 60	2,612 29	2,486 74	835 45	1,169 60	336 84	35 00		109 84
June	124 00		26 85	473 69	1,082 25	504 85	2,211 64	2,584 40	858 10	1,276 09	318 43	20 00		111 78
July	438 00		41 60	402 16	1,022 50	597 95	2,547 21	2,933 28	838 80	1,453 89	292 36	50 00		298 23
August	95 63		61 40	2,043 68	1,894 45	1,202 70	5,292 86	2,982 87	1,054 44	1,318 20	343 68	60 00		206 55
September	180 55		90 60	3,613 95	1,786 00	1,840 00	7,511 10	4,519 73	1,488 63	1,621 15	1,223 96	80 00		105 99
October	269 12		96 35	2,154 66	2,080 70	1,686 45	6,233 28	4,295 82	1,581 88	1,760 90	799 09	90 00		64 45
Totals.....	\$8,592 42	\$1,110 95	\$3,013 35	\$20,782 88	\$32,683 12	\$53,753 05	\$149,989 75	\$130,986 09	\$56,650 79	\$55,690 62	\$13,451 82	\$3,089 30	\$1,083 57	\$4,066 49

Table No. 8.

EARNINGS AND DISBURSEMENTS FROM APRIL 1, 1894, TO
MARCH 31, 1913.

	Earnings	Disburse- ments	Deficit	Surplus
October 31, 1896.....	\$3,924 06	\$15,852 90	\$6,928 84	\$1,614 00
October 31, 1898.....	13,288 62	10,009 24	.....	3,274 38
September 30, 1900.....	12,858 26	25,584 27	12,726 01	.....
September 30, 1902.....	31,350 50	30,140 62	.....	1,209 88
September 30, 1904.....	25,586 60	33,788 24	8,201 64	.....
September 30, 1906.....	26,928 44	34,412 77	7,489 33	.....
September 30, 1908.....	23,467 79	40,765 02	17,297 23	.....
September 30, 1910.....	35,230 80	38,185 94	2,955 14	.....
September 30, 1912.....	53,431 68	66,281 01	12,849 33	.....
March 31, 1913.....	28,238 83	26,624 15	.....	1,614 18
Totals	\$259,295 08	\$321,644 16	\$63,447 52	\$6,098 44

FROM APRIL 1, 1913, TO OCTOBER 31, 1916.

	Earnings	Disburse- ments	Deficit	Surplus
March 31, 1915.....	\$74,004 96	\$31,342 77	\$3,787 84	.....
October 31, 1916.....	78,864 58	68,327 51	.....	\$5,537 02
Totals	\$148,469 46	\$149,670 28	\$3,787 84	\$5,537 02
Earnings from April 1, 1894, to March 31, 1913.....				\$259,295 08
Appropriated from April 1, 1894, to March 31, 1913.....				65,800 00
Total				\$325,095 08
Disbursed from April 1, 1894, to March 31, 1913.....				\$321,644 16
Reverted to general fund.....				\$3,450 92
Earnings from April 1, 1913, to October 31, 1916.....				\$148,469 46
Appropriated from April 1, 1913, to October 31, 1916.....				22,000 00
Total				\$170,469 46
Disbursed from April 1, 1913, to October 31, 1916.....				149,670 28
Balance in treasury.....				\$20,799 18

Table No. 9.

SUMMARY OF FINANCIAL STATEMENT FROM DECEMBER 1,
1914, TO MARCH 31, 1915.

	Received	Disbursed	Balances
Balance on last report November 30, 1914.....	\$9,361 20		
Earned to February 28, 1915.....	8,853 27		
Total \$100,000 fund.....	\$18,214 47	\$13,081 74	\$5,132 73
Balance chief inspector's salary.....	666 68	666 68	.....
Balance chief deputies' salary.....	.....	.....	.....
Balance chief clerk's salary.....	400 00	400 00	.....
Balance office expense, etc.....	0 72	.....	0 72
Totals	\$19,281 87	\$14,148 42	*\$5,133 45

* Reverted to General Fund April 1, 1915.

APRIL 1, 1915, TO NOVEMBER 1, 1916.

	Received	Disbursed	Balances
Appropriation, General Fund.....	†\$100,000 00		
Not more than is collected.....	*\$73,864 53	\$50,042 00	\$13,821 98
Chief inspector's salary	†4,000 00	3,166 66	833 34
Chief deputy's salary at Tacoma.....	†3,000 00	2,375 00	625 00
Chief clerk's salary	†2,400 00	1,900 00	500 00
Office expense, etc.....	†1,000 00	.....	1,000 00
Printing Fund	†1,200 00	843 25	356 75
Totals	\$35,464 53	\$53,827 51	†\$17,187 02

* Collected. † Appropriated. ‡ Balance in Treasury.

DISPOSITION OF CASES AFFECTING PUBLIC WARE- HOUSES AND GRAIN INSPECTION.

No. 684.

MAYVIEW FARMER'S UNION No. 4, *Complainant*, v. JOHN F. WORUM, DOING
BUSINESS AS THE MAYVIEW TRAMWAY COMPANY, *Respondent*.

SUPPLEMENTAL ORDER.

On September 14, 1916, the Commission, having found that respondent's facilities for receiving grain at the head of the tramway by means of which grain is carried from the top of the bluff back of respondent's warehouse, located on the south bank of the Snake River, near Mayview, Garfield County, Washington, to such warehouse for storage, and shipment, were inadequate and insufficient, entered an order in the above entitled proceedings requiring the respondent to file with the Commission plans and specifications for so increasing or extending such facilities as to make such facilities adequate and sufficient.

On October 23, 1916, respondent filed a plan and specifications for increasing and extending such facilities for the purpose of making same adequate and sufficient, which plan contemplates the following improvements.

Extension of the north receiving track for a distance of 100 feet westerly (toward the county road) from the west end of such track.

Extension of the center receiving track for a distance of 50 feet westerly from the west end thereof.

Extension of the south receiving track for a distance of 70 feet westerly from the west end thereof.

After further consideration of the evidence introduced in this proceeding, the Commission finds that the plan for increasing and extending said facilities proposed by respondent, will, when executed, make respondent's said facilities adequate and sufficient.

WHEREFORE IT IS ORDERED That respondent extend said receiving tracks in the manner proposed and as hereinbefore specified and that such extensions be made and completed on or before November 20, 1916.

No. 684.

MAYVIEW FARMER'S UNION No. 4, *Complainant*, v. JOHN F. WORUM, DOING
BUSINESS AS THE MAYVIEW TRAMWAY COMPANY, *Respondent*.

This cause came on for hearing before the Public Service Commission of Washington at Wawawai, Washington, on September 3, 1915, Commissioners Arthur A. Lewis and Frank R. Spinning being present. Complainant was represented by Honorable M. F. Gose, its attorney. Respondent appeared in person. Witnesses were sworn and examined

and decision deferred pending additional testimony which was taken by deposition, June 1, 1916. The Commission having considered all of the evidence and being fully advised in the premises, makes the following

FINDINGS OF FACT.

I.

The complainant, Mayview Farmers' Union No. 4, is an agricultural association organized and existing for the purpose of promoting the interests of its members who are engaged in the business of raising and producing grain in Garfield County, Washington.

II.

That respondent John F. Worum is engaged in the business of owning, operating, controlling and managing a certain warehouse on the south bank of the Snake River near Mayview, Garfield County, Washington, at which grain is received from the public for storage and handling, such grain being carried off from such warehouse by boats operating on the Snake river. In connection with such warehouse the respondent operates a tramway which is about one mile in length, by means of which tramway the grain handled and stored is carried from the top of the bluff back of the warehouse to and into such warehouse. Respondent John F. Worum does business under the name and style of the Mayview Tramway Company.

III.

On November 15, 1912, after hearing and investigation the Commission made an order in the above entitled proceeding fixing the following schedule of rates to be charged by respondent:

\$1.12½ per ton for all grain held in storage not later than December 31st.

\$1.20 per ton for all grain held in storage not later than January 31st.

.05 per ton per month additional for all grain held in storage after January 31st.

IV.

On June 25, 1915, respondent filed with the Commission an application for permission to increase rates for services specified in said schedule as follows:

\$1.25 per ton for all grain held in storage not later than December 31st.

.10 per ton per month additional for all grain held in storage after December 31st.

V.

Respondent's total revenue received for handling the grain crop of 1914 amounted to \$6,807.00. The tonnage handled in 1914 was approximately the same amount of tonnage handled in 1912, and such tonnage will not vary materially from year to year. The operating expenses for 1914 including cost of receiving, storing and loading out grain, taxes, insurance and maintenance, was approximately \$3,552.00,

leaving a net earning of approximately \$3,255.00. The cost of reproducing respondent's plant, as found by Mr. Henry L. Gray in 1912, then engineer for the Public Service Commission of Washington, was \$16,083.00. Additions to the plant have been made by respondent since 1912 amounting to \$500.00. The tramway extends from the Snake river to the top of the bluffs, a distance of 4756 feet and in this distance the track rises 1743 feet above the turn table located at the warehouse. By reason of the steep grade on which the tramway track is laid and the topographical conditions existing in the vicinity thereof and in the vicinity of the warehouse, the life of the plant, including the tramway and warehouse, is less than the life of such facilities would be under usual conditions, and the hazard affecting the investment in the plant, including tramway and warehouse, is materially greater than is the case where a track is located on comparatively level ground and warehouses are otherwise situated. Under ordinary conditions depreciation of approximately four per cent. on the investment in a plant of the same general character as that of respondent should be taken into consideration, while under conditions affecting respondent's plant, depreciation to the extent of six or seven per cent. would not be excessive.

Considerable evidence was introduced relating to the amount which should be allowed respondent for service in managing and conducting the plant and business. From the evidence it appears that a salary of \$1,200 per year for managing a warehouse of approximately the same capacity as respondent's, but without a tramway connected therewith, is a reasonable allowance. It appears that the personal risk or hazard which attends the performance of the duties of the manager of the tramway in question, is considerable; that prior to the time Mr. Worum took charge of the tramway, two men were killed in connection with its operation; that Mr. Worum has found it difficult, if not impossible, to secure competent men for reasonable compensation to inspect or make necessary repairs on the tramway, and that the risk is considered such that accident insurance to cover such hazard cannot be secured by Mr. Worum. It is conceded by complainant that an allowance of \$1,500.00 per year for Mr. Worum's services in conducting and managing the business would be reasonable if Mr. Worum devoted his entire time thereto. It was not shown that Mr. Worum was engaged in conducting any other business which required any material portion of his time. It appears from the evidence that the value of the annual grain crop handled over the tramway and through the warehouse referred to, is approximately \$250,000; that Mr. Worum is financially responsible and able to respond in damages for any loss which may be occasioned by any neglect of his duty, while the Commission is charged with the duty of requiring respondent's service to be adequate and sufficient to serve the convenience of his patrons. With this responsibility, the personal risk involved and other elements referred to, the Commission is satisfied that an allowance of \$1,500.00 per year is not unreasonable or at all excessive.

Respondent's investment carries with it a hazard which may be said to be peculiar or unusual in that his patrons consist of the members of an organized body; that such patrons, in at least one respect which has a material bearing upon his investment, act as a unit. Unlike many public utilities, respondent does not enjoy the advantage of having a monopoly, for the reason that whenever respondent's patrons desire to undertake the construction and operation of a tramway and warehouse on their own account, no franchise is necessary, while the operation of a tramway and warehouse by respondent's patrons would leave respondent without a single patron, but with an investment in a plant which would have no operating value. This peculiar hazard, taken in connection with the hazard resulting from the topographical conditions existing in the vicinity of respondent's plant, justifies and requires a higher rate of return on respondent's investment than is usually allowed public utilities which are more favorably situated in respect to such conditions than is respondent's plant and investment.

Giving due consideration to the various factors hereinbefore discussed, the Commission believes that the return on respondent's investment which remains, after deducting a reasonable allowance for respondent's personal service and a reasonable amount for depreciation from the net earnings of \$3,255.00 hereinbefore found, is unreasonable and insufficient.

VI.

Permitting respondent to increase his rate per ton for all grain held in storage not later than December 31, from \$1.12½ to \$1.15, will result in an increase in respondent's annual revenue of approximately \$135.00. By substituting a charge of 10 cents per ton per month additional for all grain held in storage after December 31 for the other charges contained in the schedule of rates fixed by the Commission November 15, 1912, respondent's annual revenue will be increased by a further sum which in no event will exceed \$700.00, but which will be substantially less, if the additional 5 cents per ton per month for storage after December 31, has the effect of causing shipments of grain stored in the warehouse to be made earlier than such shipments were made during the year 1914. While it is impracticable to determine in advance the exact extent to which the proposed changes in respondent's schedule of charges will increase his annual revenue, the limit of such increase will be approximately \$835.00, which increase in revenue the Commission finds to be just and reasonable and required.

That a rate of \$1.15 per ton for all grain held in storage not later than December 31, and a charge of 10 cents per ton per month additional for all grain held in storage after December 31, is just, fair and reasonable.

VII.

There is considerable evidence in the record relating to the capacity and adequacy of respondent's scales located at the head of the tramway. Complainant contends the respondent should be required to re-

place the five ton scales now provided, with scales having a capacity of ten tons. The accuracy of the five ton scales, when used for weighing loads not exceeding five tons gross, is not questioned. There are fifty-four farmers who haul their grain to respondent's plant. There are eight six-horse teams used for hauling grain to the head of the tramway. The number of teams having less than six horses, which are used by this group of farmers for hauling grain, was not shown; however, the six horse teams, of necessity, must constitute a very minor portion of the total number of teams used.

We believe it fairly appears from the evidence that some economy might be effected by the farmers if a ten ton scale should be provided by respondent, but we are not satisfied by the evidence that it would be just or reasonable to require respondent to replace the existing scales with ten ton scales at this time. The cost of ten ton scales, or the expense of installing same, cannot be determined from the evidence. The evidence shows that the existing scale is in good working condition.

Chapter 153 of the Laws of 1913, regulating the load in proportion to the width of tires that may be transported on vehicles over and along certain state and county roads, was referred to in the evidence, but it was not shown that the Board of County Commissioners of Garfield county had determined whether or not the character of the material of which the roads of that county are constructed and the climatic conditions prevailing in such county, render it necessary that the provisions of the act be enforced in that county. Section 2 of the act imposes upon the County Commissioners the duty of making such determination and it must be assumed that such duty will be performed by that Board in the near future, if such determination has not already been made.

This determination has an important bearing upon the question referred to and the Commission feels that for this reason, if for no other, it should not require respondent to incur the expense demanded until it is determined in the manner provided whether the conditions referred to render it necessary that the provisions of such act be enforced in Garfield County.

VIII.

Complainant, also, contended that respondent's facilities for receiving grain at the head of the tramway should be increased or extended so as to enable respondent to receive grain promptly and avoid interrupting the hauling by the farmers. The Commission finds that respondent's facilities for receiving grain at the head of the tramway are inadequate and insufficient and should be increased or extended in such manner as will avoid the necessity of interrupting the hauling. Such interruptions seriously inconvenience the farmers and increases, unnecessarily, their hauling expense. It is practicable for respondent to increase or extend his facilities, without an unreasonable expenditure, so as to avoid the inconvenience and unnecessary expense complained of, by adopting the plan suggested by the farmers in their testimony or some other plan which respondent may devise.

WHEREFORE IT IS ORDERED, That respondent be, and he hereby is, authorized to adopt, publish and charge the following schedule of rates:

\$1.15 per ton for all grain held in storage not later than December 31st.

.10 per ton per month additional for all grain held in storage after December 31st.

IT IS FURTHER ORDERED, That respondent file with the Commission, within twenty days after service of this order, plan and specifications for so increasing or extending his facilities for receiving grain at the head of the tramway as to make his facilities therefor adequate and sufficient.

No. 1515.

APPEAL OF THE TRI-STATE TERMINAL WAREHOUSE COMPANY OF SEATTLE, WASHINGTON, AND THE REARDAN UNION GRAIN COMPANY OF REARDAN, WASHINGTON, FROM THE DECISION OF C. J. HOLST, STATE GRAIN INSPECTOR, IN THE GRADING OF CERTAIN CARS OF WHEAT.

STATEMENT.

The wheat in question in this proceeding, about 20,000 bushels, was sold subject to state weights and grades by the Reardan Union Grain Company to J. K. Smith and shipped from Reardan, Washington, to Tacoma, Washington, to the Sperry Flour Company. At Tacoma the wheat was graded by C. J. Holst, State Grain Inspector, as No. 1 Blue Stem, mixed. From the decision of the state grain inspector an appeal was taken to this Commission and a notice was issued stating the time and place where testimony would be heard by the Commission relative to the grading of said wheat and the decision of the state grain inspector. In the record of this proceeding it does not appear that any copy of said notice was served upon the Sperry Flour Company or J. K. Smith. Upon the hearing of said appeal testimony was taken and after the conclusion thereof findings were made by the Commission to the effect that said wheat was No. 1 Blue Stem and the Commission ordered that the original grade of No. 1 Blue Stem mixed, established by the inspector on grain shipped by the Tri-State Terminal Warehouse Company and the Reardan Union Grain Company in cars numbered 46013, 27612, 45792, 39723, 24481, 50096, 44006, 34653, 43857 and 42282, be modified and that said grain, and the whole thereof, be declared to be the same as No. 1 Blue Stem and be so graded and a certificate should be issued accordingly. After the decision of the Commission reversing the decision of the grain inspector, the Reardan Union Grain Company brought an action in the Superior Court in and for the county of Spokane, against J. K. Smith, defendant, to recover balance claimed to be due for wheat sold to said J. K. Smith by the Reardan Union Grain Company and shipped according to his instructions to the Sperry Flour Company of Tacoma. In said action it was claimed that the wheat was purchased subject to inspection and grading under the provisions of

the laws of Washington, 1911, Chapter 91, page 398, and payment made according to grade; that the grain inspector graded the wheat as No. 1 Blue Stem and Club, mixed; that the defendant, J. K. Smith, paid the plaintiff Reardan Union Grain Company for the wheat according to that grade; that an appeal was taken by the Reardan Union Grain Company to the Public Service Commission, which reversed the grain inspector's decision and graded the wheat as No. 1 Blue Stem; that this grade made the value of the wheat \$269.84 more than it would have been according to the inspector's grade; that the recovery of this difference was the purpose of the action. In the Superior Court of Spokane county a judgment was rendered as prayed for in said action and an appeal was taken from that judgment to the Supreme Court of the State of Washington and upon hearing, the judgment of the Superior Court was reversed and the cause remanded for new trial. The Supreme Court reversed the judgment of the Superior Court for the reason that all interested parties were not notified of the time and place designated by the Commission for the taking of testimony; that there was nothing in the record of the Commission showing any notice to the Sperry Flour Company or J. K. Smith. After the remittitur from the Supreme Court this Commission caused a new notice to be issued for the taking of testimony upon the appeal, directed to, and served upon, the following named parties: Tri-State Terminal Warehouse Company, Reardan Union Grain Company, Sperry Flour Company and J. K. Smith, in the form and manner provided by statute. On April 14, 1916, at the hour of 10:00 o'clock A. M., at the assembly room of the Tacoma Chamber of Commerce, at the time and place mentioned in said last mentioned notice, the Public Service Commission met for the taking of testimony. Prior to any testimony being taken, J. K. Smith and the Sperry Flour Company entered their special appearance and moved that the appeal from the decision of the state grain inspector be dismissed and several grounds were stated in said motion why J. K. Smith and the Sperry Flour Company desired the dismissal of the appeal. The motion was overruled by the Commission. At the close of the taking of testimony in Tacoma on April 14, 1916, the hearing was adjourned to Monday, April 17, at Spokane, for the taking of further testimony. On said last mentioned day the taking of testimony was concluded.

OPINION.

The Commission regrets that there is no scientific method by which wheat and other grains can be graded. Many so-called expert witnesses were called and gave testimony in this cause. They were shown samples of wheat taken from the cars by the state grain inspector which had been labeled and preserved. As to these samples the opinion of the experts vary from about 15 per cent. to 38 per cent. The testimony of the witnesses who testified that in their judgment the wheat should be classed as No. 1 Blue Stem, admitted that it was just on the border between No. 1 Blue Stem and No. 1 Blue Stem mixed,

while quite an array of witnesses declared that in their opinion the samples contained from 25 per cent. to 35 per cent. of wheat other than Blue Stem. It also appears that two of the witnesses who, at the former hearing, testified that the wheat should be classed as No. 1 Blue Stem, at the last hearing testified that it should be classed as No. 1 Blue Stem mixed. The Commission imputes no lack of sincerity to these witnesses. We are of the opinion that we would fail to properly weigh the evidence in this case should we adopt the opinion of the few witnesses who testified that in their opinion the wheat is just within the 15 per cent. state standard, and pay no heed to the testimony of the many witnesses whose testimony was to the effect that the samples contained from 20 per cent. to 35 per cent. wheat other than Blue Stem.

FINDINGS.

I.

From the evidence the Commission finds that C. J. Holst, Chief Grain Inspector, graded wheat received at Tacoma, Washington, in cars numbered 46013, 27612, 45792, 39723, 24481, 50096, 44006, 34653, 43857 and 42282, between May 23, 1913, and June 21, 1913, decided said wheat to be No. 1 Blue Stem mixed, and issued his certificate accordingly.

II.

That the wheat shipped in said cars, as mentioned in paragraph 1 of these findings, was No. 1 Blue Stem mixed.

ORDER.

WHEREFORE IT IS ORDERED, That the grade established by the inspector be, and the same hereby is, in all particulars, affirmed.

INFORMAL COMPLAINTS AND THEIR DISPOSITION.

When complaints are received against public service utilities where it seems possible by correspondence to settle the cause of complaint promptly, and at the same time save the expense of a formal hearing, these complaints are entered as "Informal Complaints."

During the year covered by this report there were 459 such Informal Complaints brought to the attention of the Commission, being those numbered from 2200 to 2658, inclusive.

Below will be found, in condensed form, a statement showing disposition of those cases that were pending December 1, 1915, the date of the last prior report, (being cases numbered up to 2199) and a list of the new informal complaints filed the past year and their present status:

No. 1370. Western Retail Lumbermen's Association (Spokane) v. Hewett-Lea-Funk Company. Mishilling freight. Pending.

No. 1393. P. J. Franciolo & Company (Tacoma) v. Chicago, Milwaukee & St. Paul Railway Company. Overcharge switching. Pending.

No. 1485. Seaquist Bros. (Portland, Ore.) v. Silver Lake Railway & Lumber Company. Operating without tariffs. Not common carrier. Closed.

No. 1623. Pacific Coast Shippers Association (Seattle) v. Great Northern Railway Company. Excessive minimum weights. Pending.

No. 1627. Farwest Clay Company (Tacoma) v. Railways. Demurrage. Closed.

No. 1633. Mashell Paint Company (Tacoma) v. Tacoma Wharves. Rates. Pending.

No. 1674. Crescent Manufacturing Company (Seattle) v. Railways. Duplication station names. Closed. No jurisdiction.

No. 1687. Citizens (Bucoda) v. Northern Pacific Railway Company. Closing station. Pending.

No. 1692. Miss M. Pendergast (Seattle) v. Pacific Telephone & Telegraph Company. Overcharge. Pending.

No. 1694. Commercial Club (Otis Orchards) v. Northern Pacific Railway Company. Station agent. Closed.

No. 1703. State Highway Commission v. Railways. Rate on crushed rock. Closed.

No. 1711. J. B. Jones (Chesaw) v. Pacific Telephone & Telegraph Company. Connection charge. Closed. Connection made.

No. 1733. F. D. Vincent (Pacific) v. Chicago, Milwaukee & St. Paul Railway Company. Sidetrack facilities. Pending.

No. 1734. Kulzer Lumber Company (Valley) v. Railways. Joint rate on lumber. Transferred to formal hearing No. 1830.

No. 1761. J. P. O'Brien (Olympia) v. Percival Dock. Overcharge. Pending.

No. 1771. T. M. Creel (Quincy) v. Quincy Valley Water Users. Rates, etc. Pending.

No. 1783. Morris Johnson (Mount Vernon) v. Great Northern Railway Company. Stock shipping facilities. Closed. Chute provided.

No. 1784. Belknap Glass Company (Seattle) v. Steamboats. Rates on glass. Closed. Suggestions made for special tariff.

No. 1818. Puget Sound & Baker River Railway Company (Bellingham) v. Great Northern Railway Company. Rate on fuel oil. Closed. Adjusted by railway company.

No. 1852. Hewitt Logging Company (Tacoma) v. Northern Pacific Railway Company. Reparation. Closed. Satisfactory settlement made.

No. 1853. Porter Bros. (Tacoma) v. Northern Pacific Railway Company. Overcharge. Closed.

No. 1854. Citizens (Menlo) v. Northern Pacific Railway Company. Depot facilities. Closed.

No. 1859. H. J. Spencer (Paterson) v. Spokane, Portland & Seattle Railway Company. Fencing. Closed. Fence constructed.

No. 1867. Commercial Club (Bellevue) v. Pacific Telephone & Telegraph Company. Service. Service furnished. Closed.

No. 1874. Citizens (Puyallup) v. Puget Sound Traction, Light & Power Company. Light rates. Pending.

No. 1879. State Board of Control (Olympia) v. Washington Oregon Corporation. Electric rates State Training School. Closed.

No. 1898. Commission v. Great Northern Railway Company. Violation full crew law. Pending.

No. 1905. Earl P. Jones (Elma) v. Elma Electric Light & Power Company. Meter in church. Closed. Schedule rate charged.

No. 1906. Pacific Fruit & Produce Company (Tacoma) v. Northern Pacific Railway Company. Switching charges at Aberdeen. Closed.

No. 1909. Chas. E. Ray (Ceres) v. Northern Pacific Railway Company. Fencing. Closed. Fence constructed.

No. 1928. McCoy Loggle Timber Company (Bellingham) v. Northern Pacific Railway Company. Overcharges. Closed.

No. 1938. Krupp Telephone Company (Krupp) v. Pacific Telephone & Telegraph Company. Service. Closed.

No. 1940. W. W. Clark (Oroville) v. Great Northern Railway Company. Fencing. Closed.

No. 1944. Grays Harbor Gas Company (Aberdeen) v. Grays Harbor Railway & Light Company. Electrolysis. Closed. No jurisdiction.

No. 1947. Brotherhood Railway Trainmen (Seattle) v. Chicago, Milwaukee & St. Paul Railway Company. Violation full crew law. Closed.

No. 1955. H. E. Springer (Seattle) v. Duwamish Water Company. Water supply. Closed.

No. 1962. Spokane Merchants Association (Spokane) v. Great Northern Railway Company. Excessive rates. Closed.

No. 1964. Appleton Growers Commercial Club (Lyle) v. Lyle Telephone Company. Service. Closed.

No. 1967. Pleasant Hill Telephone Company (Ostrander) v. Granger Telephone Company. Exchange rates. Closed.

No. 1973. Medical Lake Telephone Company (Medical Lake) v. Pacific Telephone & Telegraph Company. Connections. Closed.

No. 1976. Chas. Devlin (Elma) v. Northern Pacific Railway Company. Fencing. Closed.

No. 1980. Chas. A. Warhanick (Seattle) v. Seattle Lighting Company. Twenty-five cent minimum charge. Closed.

No. 1982. O. E. Beebe (Bellingham) v. Pacific Telephone & Telegraph Company. Request special service. Closed.

No. 1986. T. H. Lloyd (Snohomish) v. Great Northern Railway Company. Drinking water at station. Closed.

No. 1987. Inspection Department v. Chicago, Milwaukee & St. Paul Railway Company. Drinking water at Snohomish. Closed.

No. 2001. John K. Stewart et al. (Wenatchee) v. Phillip Miller Irrigation Company. Service. Closed.

No. 2007. Mrs. A. N. Simpson (Port Orchard) v. Water Company. Water supply. Closed.

No. 2008. S. F. Woody (Bothel) v. Bothel Water Company. Quality of water. Closed.

No. 2011. S. E. Dorisy (Seattle) v. Henry Sicard. Quality of water, Puyallup. Closed.

No. 2012. State Board of Health v. Camas Water Company. Quality of water. Closed.

No. 2013. State Board of Health v. Marcus Power & Water Company. Quality of water. Closed.

No. 2017. State Board of Health v. Home Power & Water Company. Quality of water, Mount Vernon. Closed.

No. 2019. Vashon Maury Island Commercial Club v. Inland Empire Transportation & Trading Company et al. Interchange service. Pending.

No. 2021. Allentown Duwamish Improvement Club v. Northern Pacific Railway Company. Crossing. Pending.

No. 2039. Mrs. D. A. Morrison (Riverton) v. Riverton Water Works. Service. Closed.

No. 2044. Satsop Co-operative Cheese Factory (Satsop) v. Northern Pacific Railway Company. Rate on cheese. Closed.

No. 2055. E. E. Bentley (White Salmon) v. Northern Electric Company. Service. Closed.

No. 2056. M. F. Smith (Hoquiam) v. Hoquiam Water Company. Rates. Closed.

No. 2061. E. N. Hutchinson (Blaine) v. Great Northern Railway Company. Livestock facilities. Closed.

No. 2065. Everett Box & Manufacturing Company (Everett) v. Northern Pacific Railway Company. Switching charge. Closed.

No. 2066. N. C. Shaver (Echo) v. Echo Valley & Colville Telephone Company. Service. Closed.

No. 2069. W. S. Lewis (Spokane) v. Pacific Telephone & Telegraph Company. Overcharge. Closed.

No. 2070. W. D. Gunkel (Waterville) v. Great Northern Railway Company. Auto at Station. Closed.

No. 2071. Rebecca Lantz Muir (Spokane) v. Pacific Telephone & Telegraph Company. Service. Closed.

No. 2073 Stearn Lumber & Shingle Company (Stearnsville) v. Northern Pacific Railway Company. Excessive switching rate. Closed. Complainant satisfied.

No. 2075. T. J. Polley (Bellingham) v. Pacific Telephone & Telegraph Company. Refund. Closed.

No. 2086. Railroadmen's Legislative Board (Redmond) v. Railways. Violations full crew law. Closed.

No. 2087. Arthur Simmons (Milton) v. Puget Sound Electric Railway. Half fare transfer. Closed.

No. 2091. McKinley Mitchell (Portland, Ore.) v. Spokane, Portland & Seattle Railway Company. Agent at Fishers. Closed.

No. 2092. R. E. Leonard (Walla Walla) v. Pacific Power & Light Company. Deposit. Closed. Complainant satisfied.

No. 2094. Spring Coulee Independent Telephone Company (Okanogan) v. Pacific Telephone & Telegraph Company. Switching rates. Pending.

No. 2100. G. F. Messer (Aberdeen) v. Pacific Telephone & Telegraph Company. Excessive toll charges. Closed.

No. 2103. Commission v. Northern Pacific Railway Company. Violation full crew law. Closed.

No. 2108. Seattle Construction & Drydock Company (Seattle) v. Northern Pacific Railway Company. Challenges reasonableness of Rule 20, Sup. 8, Western Classification No. 53. Closed.

No. 2119. City Council (Renton) v. Puget Sound Traction, Light & Power Company. Excessive lighting rate minimum. Pending.

No. 2126. Upper Columbia Steamship Company (Bridgeport) v. Great Northern Railway Company. Extension of spur at Pateros. Closed.

No. 2129. Preston Shaffer Milling Company (Waitsburg) v. Oregon, Washington Railroad & Navigation Company. Switching charges. Closed.

No. 2137. Thompson & Stacey (Tacoma) v. Railways. Excessive rate on soda ash. Closed.

No. 2138. Ernest Woodcock (North Yakima) v. Woodhouse Telephone Company. Discrimination. Closed.

No. 2139. L. P. Unger (Goshen) v. Pacific Telephone & Telegraph Company. Service. Closed.

No. 2143. P. H. Akrill (Lyle) v. Lyle Telephone Company. Closed.

No. 2148. City Authorities (Renton) v. Pacific Telephone & Telegraph Company. Rates. Closed.

No. 2152. Star Steamship Company (Seattle) v. Westside Barge Company. Operating without tariff. Closed.

No. 2153. Star Steamship Company (Seattle) v. Lillico Transportation Company. Operating without tariff. Closed.

No. 2157. Greenbank Company (Seattle) v. Whidby Telephone Company. Rates. Closed.

No. 2159. Citizens (Smyrna) v. Chicago, Milwaukee & St. Paul Railway Company. Station and train service. Pending.

No. 2160. Oscar Klocker (Port Townsend) v. Pacific Telephone & Telegraph Company. Rates. Closed.

No. 2162. E. P. Moran (Bellevue) v. Westside Barge Company. Operating without tariff. Closed.

No. 2165. George F. Land (Seattle) v. Seattle Lighting Company. Extension of gas main. Closed.

No. 2167. In the matter of the investigation of the water supply at Mount Vernon. Closed.

No. 2168. Petition of Winlock Water Company (Winlock) for ruling on meter charges. Closed.

No. 2170. E. L. Hooper (Seattle) v. Navy Yard Route. Discrimination. Closed.

No. 2171. City officials (Brewster) v. McPherson Bros. Company. Service and rates Brewster ferry. Transferred to formal hearing 1973. Closed.

No. 2175. Mr. Taylor (Montesano) v. Northern Pacific Railway Company. Refund. Closed.

No. 2176. Puget Sound Navigation Company (Seattle) v. Gas Boat Vamook. Operating without tariff. Closed.

No. 2186. Tucker & Hanford Company (Seattle) v. Pacific Telephone & Telegraph Company. Rates. Closed.

No. 2187. Harry H. James (Seattle) v. Pacific Telephone & Telegraph Company. Rates. Closed.

No. 2189. Gatewood-Fauntelroy Improvement Club (Seattle) v. Puget Sound Traction, Light & Power Company. Service. Closed.

No. 2192. Martin Bros. (Dolphin) v. Great Northern Express Company. Routing of shipment. Closed. Interstate.

No. 2198. Washington Paving Company (Seattle) v. Everett Dock & Warehouse Company. Excessive wharfage. Closed. Ruling made.

No. 2200. Mrs. W. C. Gratz (Spokane) v. Pacific Telephone & Telegraph Company. Refund of deposit. Closed.

No. 2201. Cedar Chest Mfg. Co. (Grotto) v. Northern Pacific Railway Company. Overcharge. Tariff rates charged. Closed.

No. 2202. Ed Dill (Charleston) v. Washington Route. Refund on unused tickets. Closed.

No. 2203. In re death of Ida A. Bratt. Closed. Transferred to formal hearing 4112.

No. 2204. E. S. Bateman (Seattle) Metropolitan Theater. Sale theater tickets. Closed. No jurisdiction.

No. 2205. Kitsap Transportation Company (Seattle) v. Liberty Bay Transportation Company. Violation of tariff rates. Closed. Transferred to formal hearing 1811.

No. 2206. Paul Schuman (Woodland) v. Ridgefield, Sara & Vancouver Telephone Company. Service. Closed. No jurisdiction.

No. 2207. Richmond Beach Improvement Club (Richmond Beach) v. Edmonds, Richmond Beach & Seattle Bus Line. Rates. Closed. No jurisdiction.

No. 2208. T. S. Sherman (Dryden) v. Great Northern Railway Company. Locking up waiting room at night. Closed. Complainant satisfied.

No. 2209. Guy Syford (Regents Park) v. Great Northern Railway Company. Baggage transferred at Vancouver. Closed.

No. 2210. Loyal Railway Company (Seattle) requesting permission to operate street car with one man. Closed. Order issued.

No. 2211. Lothr and Flanders (Walla Walla) v. O.-W. R. & N. Co. Freight service in East Oregon. Closed. Service improved.

No. 2212. M. N. McKnight (Bremerton) v. Pacific Telephone & Telegraph Company. Refund of deposit. Closed.

No. 2213. Anderson Land Company (Spokane) v. Pacific Telephone & Telegraph Company. Service. Closed.

No. 2214. City of Edmonds v. Puget Sound Navigation Company. Closed.

No. 2215. Citizens of Starr, Wash., v. Great Northern Railway. Station facilities. Closed. Not justified.

No. 2216. A. M. Rivers (Portage) v. Garrison Fisher Company. Inaccurate meter. Closed.

No. 2217. Warrack Construction Company (Seattle) v. Northern Pacific Railway Company. Rate on gravel. Closed.

No. 2230. White River Lbr. Co. (Enumclaw) v. Northern Pacific Railway. Overcharge. Tariff charged. Closed.

No. 2231. Grays Harbor Lumber Co. (Hoquiam) v. Hoquiam Water Company. Sprinkling rates. Closed. Ruling made.

No. 2232. Tacoma Sand & Gravel Co. (Tacoma) v. C. M. & St. P. Ry. Switching charges. Closed. No formal.

No. 2233. Western Retail Lbr. Assn. (Spokane) v. Hewett Lea Funk Co. False billing. Closed.

No. 2234. M. Agard (South Bend) v. N. W. Elect. & Water Works. Overcharge. Closed. No jurisdiction.

No. 2235. Quincy Farmers Elev. Co. (Quincy) v. G. N. Ry. Demurrage. Closed. No formal complaint.

No. 2236. In re death Otto Roberts on O.-W. R. & N. wreck near Fremont. Closed. Transferred to formal hearing 4054.

No. 2237. Peter Blue (Outlook) v. N. P. Ry. Rate on vegetables. Closed.

No. 2238. J. E. Shields (Seattle) v. Western Union Tel. Co. Overcharge. Closed. No jurisdiction.

No. 2239. In re death of T. Tanahaske on G. N. Interbay, Nov. 25, 1915. Closed. Transferred to formal hearing 4052.

No. 2240. S. Kellogg Shoe Co. (Tacoma) v. N. P. Ry. Loss of freight at prepay station. Closed. No jurisdiction.

No. 2241. C. Hanford (Seattle) v. Pac. Power & Light Co. Irrigation charges. Closed. Transferred to formal hearing 4033.

No. 2242. In re accident on Washington Water Power Co. (Spokane). Closed. Transferred to formal hearing 4024.

No. 2243. Washington Western Railway (Three Lakes) v. Northern Pacific Railway. Classification. Closed. Transferred to formal hearing 1495.

No. 2244. Omak Commercial Club (Omak) v. G. N. Ry. Construction spur track. Closed. No prosecution. See 2384.

No. 2245. Claude Clampett (Manette) Manette Water Works. Service. Closed.

No. 2246. M. Tank (Spokane) v. N. P. Ry. Co. Storage charges. Closed.

No. 2247. W. A. Richmond (Williams) v. G. N. Ry. Fencing right of way. Closed.

No. 2248. B. J. Kean (Manette) Manette Water Works. Service. Closed.

No. 2249. H. E. Rotchford (Seattle) Seattle Lighting Co. Discount on bills. Closed.

No. 2250. Canyon Lbr. Co. (Everett) N. P. and G. N. Ry. Switching charges. Closed.

No. 2251. In re Port Angeles Water Supply. Closed. Water supply improved.

No. 2252. In re Boone Avenue bridge (Spokane). Closed.

No. 2253. J. Bushnell (Seattle) v. O.-W. R. & N. Co. Excessive mileage pulled. Closed. Tariff rate charged.

No. 2254. L. P. Hazrett (Portland) v. G. N. Ry. Delayed shipment of cattle. Closed.

No. 2255. Citizens of Olympia (Olympia) v. Olympia Light & Power Company. One man street car. Closed.

No. 2256. Fred W. Lems (Tumwater) Pt. Townsend Southern Railway. Abandoning service. Closed.

No. 2257. H. O. Fishback (Olympia) v. Railways. South Bend connection. Closed.

No. 2259. A. C. McBride (Everett) v. P. S. Nav. Co. Passenger fare. Closed. No jurisdiction.

No. 2260. Ryan and Newton (Spokane) v. G. N. Ry. Co. Overcharge. Closed.

No. 2261. J. M. Ponder (Chehalis) v. N. P. Ry. Storage charges. Closed. Complainant satisfied.

No. 2262. E. S. West (North Yakima) v. Pacific Tel. & Tel. Co. Insertion in directory. Closed.

No. 2263. Geo. D. Prigmore (Chehalis) v. North Coast Power Co. Excessive charges. Closed. Service satisfactory.

No. 2264. In re wreck on C. M. & St. P. Ry. at Lind. Closed. Transferred to formal hearing 4053.

No. 2265. J. D. McMillan (Willapa) v. Willapa Valley Tel. Co. Service. Closed.

No. 2266. Jas. P. Rawson (Seattle) v. Pac. Tel. & Tel. Co. Service. Closed.

No. 2267. John M. Stinson (Winlock) v. Farmers Ind. Tel. Co. of Salkum. Service. Closed.

No. 2268. W. H. Perce (Kent) v. P. S. E. Ry. Lighting service. Closed.

No. 2269. Mrs. F. M. Joffery (Seattle) v. Seattle Lighting Co. Defective meter. Closed.

No. 2270. C. A. Christopher (Seattle) v. Steamboats. Excessive rates. Closed.

No. 2271. Mrs. H. J. Frase (Lacey) v. G. N. Ry. Excessive freight charge. Closed.

No. 2272. C. M. & St. P. Ry. v. Savage Scofield Co. (Seattle) Absorption of switching charges. Closed. Order 2005.

No. 2273. Geo. B. Thomas (Vancouver) v. Pac. Tel. & Tel. Co. Service. Closed.

No. 2274. Henry Scholler (Tacoma) v. Pac. Tel. & Tel. Co. Rates. Closed.

No. 2275. W. W. Robinson Co. (Seattle) v. N. P. Ry. Duplication station names. Closed.

No. 2276. Clear Lake Shingle Co. (Rochester) v. Wells Fargo Exp. Co. Express facilities. Closed.

No. 2277. Geo. W. Chute (Two Rivers) v. O.-W. R. & N. Co. Railway crossing. Closed. No jurisdiction.

No. 2278. State Traveling Library (Olympia) v. N. P. Ry. Transfer charges at Seattle. Closed.

No. 2279. E. E. Mayer (Spokane) v. G. N. Ry. Car shortage. Closed.

No. 2280. Echo Valley and Colville Tel. Co. v. Pacific Tel. & Tel. Co. Exchange rates. Closed.

No. 2281. G. A. Baker (Spokane) v. Pacific Tel. & Tel. Co. Discount on bills. Closed. Tariff rule followed.

No. 2282. J. M. Maloney (Spokane) v. Pac. Tel. & Tel. Co. Toll charges. Closed.

No. 2283. John D. Bird (Monroe) v. Everett Gas Co. Lighting rates. Closed.

No. 2284. T. W. Busby (Oakesdale) v. Oakesdale Tel. Co. Service. Closed.

No. 2285. In re wreck on Seattle, Port Angeles & Western Ry. at Port Angeles. Closed. Transferred to formal hearing 4055.

No. 2286. Citizens of Kiesling (Kiesling) v. S. & I. E. Ry. Service. Closed.

No. 2287. F. J. Chamberlain (Puyallup) v. P. S. E. Ry. Rates. Closed.

No. 2288. In re adoption I. C. C. form for accident reports. Closed.

No. 2289. Mrs. Booth (Walla Walla) v. O.-W. R. & N. Co. Storage on baggage. Closed.

No. 2290. Twin City Telephone Company (Pasco) v. Kennewick Valley Telephone Company. Discrimination. Closed.

No. 2291. University of Washington (Seattle) v. Pacific Tel. & Tel. Co. Rates. Closed. By order of Commission.

No. 2292. Fred Jorini (Seattle) v. Georgetown Water Company. Overcharge. Closed. Tariffs followed.

No. 2293. Fred F. Johnston (Elk) v. Great Northern Ry. Setting cars on blind sidings. Closed. Conditions remedied.

No. 2294. Fred J. Chamberlain (Puyallup) v. N. P. Ry. Refund on ticket. Closed. Tariff followed.

No. 2295. Postmaster (Lemona) v. G. N. Ry. Closing station. Closed.

No. 2296. Geo. W. Jamison (Smyrna) v. C. M. & St. P. Ry. Train service. Closed. By order of Commission.

No. 2297. F. E. Reed (Ford) v. Logging Railroad. Discontinuing service. Closed. No jurisdiction.

No. 2298. H. F. Seit (Seattle) v. Seattle Lighting Co. Excessive charges. Closed.

No. 2299. Spokane Merchants Assn. (Spokane) v. N. P. Ry. Fruit rates. Closed. No prosecution.

No. 2300. Mansfield Commercial Club (Mansfield) v. G. N. Ry. Train service. Closed.

No. 2301. A. F. Ebkem (Seattle) v. Seattle Lighting Co. Service. Closed. Order of Commission.

No. 2302. Dr. G. M. Russell (Chelan) v. G. N. Ry. Passenger fares. Closed.

No. 2303. Moody Farmers Warehouse Co. (Irby) v. C. M. & St. P. Ry. Car shortage. Closed.

No. 2304. Racine Fire Sales Co. (Seattle) v. All railroads. Classification of rubber tires. Closed.

No. 2305. Albers Brothers Milling Co. (Seattle) v. Kitsap County Transportation Co. Tariff rates. Closed.

No. 2306. Commission v. P. S. T. L. & P. Co. (Seattle.) Service. Closed.

No. 2307. Pacific Sea Foods Co. (Hoquiam) v. Northern Express Company. Express charges. Closed.

No. 2308. W. W. Anstie (Aberdeen) v. Grays Harbor Gas Co. Prepayment meter guarantee. Closed.

No. 2309. R. B. Johnston (Seattle) v. G. N. Ry. Refund on ticket. Closed.

No. 2310. H. S. Jeffrey (Seattle) v. Seattle Lighting Company. Overcharge. Closed. Settled and adjusted.

No. 2311. R. A. O'Brien (North Yakima) v. Pac. Tel. & Tel. Co. Deposit. Closed.

No. 2312. J. P. Jamieson (Seattle) v. Seattle Lighting Co. Overcharge. Closed.

No. 2313. Spring Center Telephone Co. v. Pac. Tel. & Tel. Co. Switching service. Closed. See C2094.

No. 2314. Harry Van Horn (Richland) v. Horn Rapids Irrigation Company. Damage from irrigation ditch. Closed. No jurisdiction.

No. 2315. Residents of Fishtrap, Wash., v. N. P. Ry. Passenger service. Closed.

No. 2316. Union Oil Co. (Seattle) v. All carriers. Classification stove oil. Closed. Interstate.

No. 2317. S. W. Walrath (Two Rivers), Mrs. A. Felch (Colfax) v. Burbank Co. Irrigation facilities. Pending.

No. 2318. Thos. H. Brewer (Spokane) v. Spokane Gas Light Co. Discounts. Closed. Tariff rules followed.

No. 2319. Citizens of Neppel (Neppel) v. Grant Realty Co. Irrigation service. Closed by order of Commission.

No. 2320. H. L. Hull (Tieton) v. Cowiche Tel. Co. Service. Closed.

No. 2321. C. E. Hill Lbr. Co. (Bucoda) v. N. P. Ry. Demurrage charges. Pending.

No. 2322. Citizens of Boundary (Boundary) v. G. N. Ry. Station facilities. Closed. Transferred to formal hearing 418.

No. 2323. In re discharge of C. C. McKenna. Closed.

No. 2324. J. S. McMahon (Seattle) v. Seattle Lighting Co. Discounts. Closed.

No. 2325. F. A. McMullen (Olympia) v. N. P. Ry. Overcharge. Closed.

No. 2326. P. S. Mills & Timber Co. (Pt. Angeles) v. Angeles Tel. & Tel. Co. Toll service. Closed.

No. 2327. S. W. North (Bremerton) v. Bremerton Transportation Co. Excessive freight charges. Closed. Transferred to formal hearing 4101.

No. 2328. Louis Kaleh (South Aberdeen) v. Northern Express Co. Overcharge. Closed. Not prosecuted.

No. 2329. F. P. Haskell, Jr. (Tacoma) v. Vashon Navigation Company. Service. Closed.

No. 2330. In re dangerous bridge on S. & I. E. Ry. at Spokane. Closed.

No. 2331. J. A. Miller (Olympia) v. Merchants Transportation Co. Freight charges. Closed. Refund made.

No. 2332. L. E. Wood (Moclips) v. Robt. Chibet. Water service. Closed. Not public utility.

No. 2333. Mrs. Della Burnham (Rainier) v. N. P. Ry. Cattle guards on crossing. Closed.

No. 2334. J. E. Conn (Tumwater) v. N. P. Ry. Spur track at Plumb. Closed. Spur installed.

No. 2335. H. W. Mellen (Sumner) v. C. M. & St. P. Ry. Railway crossing. Closed. Transferred to crossing file 1-0-27.

No. 2336. Citizens of Fisher (Fisher) v. S. P. & S. Ry. Station facilities. Closed. Conditions remedied.

No. 2337. Chas. Uhden (Spokane) v. Northern Express Company. Fruit rates. Closed.

No. 2338. Echo Valley & Colville Tel. Co. (Colville) v. Pac. Tel. & Tel. Co. Payment in advance. Closed.

No. 2339. Blodgett & Jacobs (Tacoma) v. P. S. T. L. & P. Co. Inaccurate meter. Closed.

No. 2340. Mrs. Louise Cook (Republic) v. Republic Light and Power Co. Rates. Closed. Adjusted.

No. 2341. Reliance Lumber Co. (Seattle) v. Tacoma Eastern Ry. Car shortage. Closed.

No. 2342. Arlington Commercial Club (Arlington) v. N. P. Ry. Freight rates. Closed. Not prosecuted.

No. 2343. In re accident on S. P. & S. at Fallbridge. Closed by order of Commission.

No. 2344. Arlington Mining Corporation (Spokane) v. G. N. Ry. Rates on ores. Closed. Covered by opinion of Attorney General.

No. 2345. H. J. Bitsch (Wenatchee) v. Home Telephone & Telegraph Co. Service. Closed for lack of prosecution.

No. 2346. P. V. Solburg (Walla Walla) v. O.-W. R. & N. Co. Rate on household goods. Closed. No jurisdiction.

No. 2347. Curlew Mining Co. (Republic) Examination of water. Closed. Transferred to formal hearing 4140.

No. 2348. Mrs. Joseph Quigg (Hoquiam) v. Pacific Telephone & Telegraph Co. Moving charges. Closed. Tariff rate charged.

No. 2349. H. H. Hyprs (Bossburg) Telephone Company. Service. Closed.

No. 2350. Town of Tuckwila v. P. S. E. Ry. Right of way. Closed.

No. 2351. Silver Beach Shingle Co. (Bellingham) v. All railroads. Diversion on shingles. Closed. No jurisdiction.

No. 2352. Western Pine Manufacturers Association (Spokane) v. Great Northern Ry. Classification on hay and oats. Closed for want of prosecution.

No. 2353. A. N. Simpson (Port Orchard) v. Annapolis Water Company (Annapolis). Examinations of water supply. Closed.

No. 2354. W. O. Sisson (Pinehurst) v. Pinehurst Water Co. Inadequate service. Closed by order of Commission.

No. 2355. South Bend Mills & Timber Co. (South Bend) v. N. P. Ry. Connection with Milwaukee at Centralia. Closed. By order of Commission.

No. 2356. Northern Pacific Railway. In re placing pole between tracks for purpose of lighting Centralia station. Closed by order of Commission.

No. 2357. Town of Cosmopolis v. Pacific Tel. & Tel. Co. Rates. Pending.

No. 2358. F. L. Rose (Mabton) v. Pacific Power & Light Company. Power contract. Closed. Complainant not justified.

No. 2359. Centralia Eastern Railway. Change of time card. Closed.

No. 2360. Almira Farmers Warehouse Co. (Almira) v. N. P. Ry. Signing bill of lading by conductors. Closed. Commission's order.

No. 2361. Town of Winlock (Winlock) v. Independent Electric Co. Rates. Closed. Rates reduced.

No. 2362. W. H. McCann (LaCenter) v. LaCenter and View Telephone Co. Service. Closed. No reply.

No. 2363. Claude C. Barnes (Olympia) v. Pacific Telephone & Telegraph Company. Extension of Service. Closed.

No. 2364. I. R. Wert (Mansfield) v. G. N. Ry. Excessive fares. Closed.

No. 2365. H. L. Penny and A. R. Wistrand (Seattle) v. P. S. Navigation Co. Fixture to make landing. Closed.

No. 2366. F. R. Jones (LaCrosse) v. N. P. Ry. Fares LaCrosse to Seattle. Closed.

No. 2367. Geo. W. Vankirk (Centralia) v. Centralia Water Works. Service. Closed. No jurisdiction. Municipal.

No. 2368. Mountain Brook Commercial Club (White Salmon) v. Oregon Washington Telephone Company. Maintenance charges. Closed.

No. 2369. Long Lake Tel. Co. (Colby) v. Pacific Telephone & Telegraph Co. Advance payments. Closed. Adjusted.

No. 2370. In re death of Michael Bentzen on P. S. E. Ry. Nov. 12, 1915. Pending.

No. 2371. Floyd L. Eades (North Yakima) v. S. P. & S. Ry. Train service at Yellepet. Closed.

No. 2372. Pacific Coast Pipe Co. (Seattle) v. All railroads. Rate on wooden pipe. Closed. Transferred to formal hearing 4188.

No. 2373. Mrs. Fred Ziller (Olympia) v. Pac. Tel. & Tel. Co. Service. Closed.

No. 2374. N. A. Pearson et al. (Leavenworth) v. Tumwater L. & W. Co. Telephone service to Peshastin. Pending.

No. 2375. J. F. Dickenson (Snowden) v. Ore. Wash. Tel. Co. Installation charge. Closed.

No. 2376. F. M. Kenney (Olympia) v. N. P. Ry. Discrimination in rates. Closed.

No. 2377. W. W. Sylvester (Issaquah) v. Farmer Line Service. Discrimination in rates. Closed.

No. 2378. Hoquiam Commercial Club (Hoquiam) v. Express companies. Extension of delivery limits. Closed.

No. 2379. B. of R. T. (Hillyard) v. G. N. Ry. Unsafe practices Closed.

No. 2380. R. C. Walker (Walla Walla) v. Pac. Tel. & Tel. Co. Moving charges. Closed. Tariff rate charged.

No. 2381. Spokane Merchants Association (Spokane) v. C. M. & St. P. Ry. Switching charges. Closed.

No. 2382. Puget Sound Navigation Co. (Seattle) v. Daniel Murray (Deer Harbor). Landing privileges. Closed.

No. 2383. Howard Coppock (Tacoma) v. Sunset Tel. & Tel. Co. Service.

No. 2384. Omak Fruit Growers League (Omak) v. G. N. Ry. Construction of spur track. Pending.

No. 2385. J. B. Bradley (Prescott) v. Prescott T. & T. Co. Tariff charges. Closed.

No. 2386. Jas. A. Brown (Spokane) v. Pac. Tel. & Tel. Co. Installation of phone. Closed.

No. 2387. W. A. McEachran (Hoquiam) v. Pac. Tel. & Tel. Co. Change in phone number. Closed.

No. 2388. Hewett Lea Funk Co. (Seattle) v. G. N. Ry. Overcharge. Closed.

No. 2389. Geo. A. Cottrell (Seattle) v. P. S. T. L. & P. Co. Street car service. Closed.

No. 2390. W. H. Swan (Everett) v. O.-W. R. & N. Co. Expiration of ticket. Closed.

No. 2391. Sunnyside Tel. Co. (Sunnyside) v. Pacific Power & Light Co. Electrical construction. Closed. No jurisdiction.

No. 2392. E. M. Thayer (Bellingham) v. All railroads. T. C. rates on marble. No jurisdiction. Closed.

No. 2393. W. B. Slade (Bellingham) v. Puget Sound Traction, Light & Power Company. Rules re gas meters. Closed.

No. 2394. G. Lindberg (Tacoma) v. Chicago, Milwaukee & St. Paul Railway Co. Spur track connection. Closed.

No. 2395. City of Puyallup v. N. P. Ry. Co. Railroad crossing 7th street. Closed.

No. 2396. Chas. R. Gudge (Entiat) v. G. N. Ry. Co. Overcharge and fencing right of way. Pending.

No. 2397. Ora E. Barker (Lacey) v. N. P. Ry. Co. Train service at Lacey. Closed.

No. 2398. Wold & Yelverton (Olympia) v. P. S. Nav. Co. Overcharge. Refund made. Closed.

No. 2399. Foss Electric Co. (Bremerton) v. Bremerton Charleston Light & Fuel Co. Meters. Closed.

No. 2400. Pacific Coast Shingle Assn. (Seattle) v. N. P. Ry Co. Refund on logs. Closed.

No. 2401. G. N. Ry. Co. Application re 2c rate sand and gravel Bellingham to Ferndale. Closed.

No. 2402. W. G. Mulligan Co. (Spokane) v. S. & I. E. Ry. Co. Furnishing special equipment. Closed.

No. 2403. Ridgefield, Sara & Vancouver Tel. Co. Discontinuance of service. Closed.

No. 2404. Drummond Lighterage Co. (Seattle) v. Pacific Tel. & Tel. Co. Excess charges for service. Closed.

No. 2405. Greater Theatres Co. (Seattle) v. Pacific Tel. & Tel. Co. Service. Closed.

No. 2406. George F. Lewis (Seattle) v. P. S. Nav. Co. Accommodation at Brennan. Closed.

No. 2407. C. S. Stone (Hamilton) v. G. N. Ry. Co. Lighting station. Pending.

No. 2408. Citizens of Centerville (Centerville) v. Pacific Power & Light Co. Lighting rates. Closed.

No. 2409. C. A. Tonneson (Tacoma) v. Vashon Nav. Co. Selling tickets on boats. Complaint satisfied. Closed.

No. 2410. In the matter of change of standards of gas. To be acted upon at conference 11-1-16. Closed.

No. 2411. S. W. Boynton (Pe Ell) v. Pe Ell Water System. Water service rules. Questions answered. Closed.

No. 2412. Chamber of Commerce (Seattle) v. Pacific Tel. & Tel. Co. Toll rates. Interstate. No jurisdiction. Closed.

No. 2413. Baker Fuel Co. (Olympia) v. N. P. Ry Co. Coal rates. Reduced rates secured. Closed.

No. 2414. Willipa Valley Cheese Co. (Menlo) v. N. P. Ry. Co. Overcharge on sand and gravel. Closed.

No. 2415. Simmissippi Farm & Orchards Co. (Florence, Mont.) v. G. N. Ry. Co. Claim for damage to car of hogs. No jurisdiction. Closed.

No. 2416. A. N. Cooper (Lamar) v. N. P. Ry. Co. Construction of grain bin. No jurisdiction. Closed.

No. 2417. Mrs. H. D. Ashley (Aberdeen) v. Pacific Tel. & Tel. Co. Party line service. Closed.

No. 2418. Martin Grain & Mill Co. (Cheney) v. C. M. & St. P. Ry. Co. Discrimination. Pending.

No. 2419. Northwestern Fruit Exchange (Portland) v. Western Union Tel. Co. Service on Wenatchee branch. Lack of prosecution. Closed.

No. 2420. T. P. Jamieson (Seattle) v. Seattle Lighting Co. Monthly discount. Closed.

No. 2421. Union Warehouse Co. (Uniontown) v. N. P. Ry. Co. Milling-in-transit rates. Closed.

No. 2422. J. A. Lemmon (Freewater, Ore.) v. Pacific Power & Light Co. Service. Tariff rules followed. Closed.

No. 2423. State Traveling Library (Olympia) v. Percival Dock Co. Freight charges. Closed. Refund made.

No. 2424. L. O. Owen (Denison, Wash.) v. G. N. Ry. Co. Charges on shipment of powder. Refund to be made. Closed.

No. 2425. E. A. Baker (Maytown) v. C. M. & St. P. Ry. Co. Construction of spur track. Spur track proposed. Closed.

No. 2426. City of Yacolt v. N. P. Ry. Co. Service on Yacolt branch. Lack of prosecution. Closed.

No. 2427. Dr. H. M. Reed (Seattle) v. Pacific Tel. & Tel. Co. Toll service. Seattle to Tolt. Transferred 8-26-3. Closed.

No. 2428. H. E. Van Winkle (Burr Canyon) v. S. P. & S. Ry. Co. Grade crossing. Transferred to file 8-56-3. Closed.

No. 2429. George H. Sogle (Riverside) v. City of Riverside. Water installation. No jurisdiction. Closed.

No. 2430. Lines Bros. (Spokane) v. Pacific Tel. & Tel. Co. Excessive charges. Company rules reasonable. Closed.

No. 2431. E. R. Hessel (Connell) v. Connell Land & Imp. Co. Water rates. Closed.

No. 2432. Miller Bros. Post & Lumber Co. (Seattle) v. G. N. Ry. Co. Overcharge. Pending.

No. 2433. Tacoma Sand & Gravel Co. (Tacoma) v. Tow Boat Owners Association. Excessive rates. No jurisdiction. Closed.

No. 2434. Tom Beaton (Colville) v. G. N. Ry. Co. Flag station at Palmer Siding. Lack of prosecution. Closed.

No. 2435. F. O. Wyman (Aberdeen) v. Northern Express Company. Express charges. Closed.

No. 2436. Commission v. Tacoma Municipal Dock. Condition of dock. Closed. Condition remedied.

No. 2437. A. J. Benton (Puyallup) v. Northern Pacific Railway. Overcharge. Closed.

No. 2438. F. A. Perkins (Ritzville) v. Pac. Tel. & Tel. Co. Moving charges. Closed.

No. 2439. J. W. Ridgway (North Yakima) v. Pac. Tel. & Tel. Co. Service. Closed.

No. 2440. J. O. LeClair (Ferndale) v. G. N. Ry. Rate on cordwood. Closed. Complainant satisfied.

No. 2441. Spokane Fruit Growers Co. (Spokane) v. G. N. Ry. Refusal to furnish cars. Closed.

No. 2442. In re grading of Montana and Dakota wheat. Closed.

No. 2443. Orcas Lime Co., Inc. (Seattle) v. Percival Dock Co. Overcharge. Closed. Claim adjusted.

No. 2444. In the matter of the tracks in G. N. yards at Interbay. Pending.

No. 2445. A. O. Burmelster (Tacoma) v. Pac. Tel. & Tel. Co. Discrimination. Closed. Discrimination eliminated.

No. 2446. Mrs. F. A. Correll (Chester) v. Pac. Tel. & Tel. Co. Suburban service rates. Closed. Tariff rates charged.

No. 2447. Prosser Flour Mills (Prosser) v. C. M. & St. P. Ry. Delay in forwarding cars. Closed. Shipment moved.

No. 2448. E. E. Edwards (Valley) v. G. N. Ry. Rate on copper ores. Closed. No jurisdiction.

No. 2449. H. F. Ruthorn (Spokane) v. Pac. Tel. & Tel. Co. Moving charge. Closed.

No. 2450. J. C. Vernier (Schrag) v. N. P. Ry. Fencing right of way. Closed. Fence authorized.

No. 2451. Carl Hultman (LaConner) v. LaConner Water Co. Discrimination. Closed. Lack of prosecution.

No. 2452. R. A. Munro (Spokane) v. Pac. Power & Light Co. Service extension. Closed. Lack of prosecution.

No. 2453. Okanogan Growers Union (Okanogan) v. G. N. Ry. Warehouse site. Closed. Adjusted.

No. 2454. J. S. McDonald (Cheney) v. Wash. Water Power Co. Rates. Closed. No formal complaint.

No. 2455. Cedarhome Telephone Co. (Stanwood) v. Puget Sound Tel. Co. Rates. Closed. Tariff rates charged.

No. 2456. Paul McKercher (White Salmon) v. Pacific Power & Light Co. Extension of service. Closed. Transferred to formal hearing 4234.

No. 2457. E. A. Ayerst (Seattle) v. Seattle Lighting Co. Service. Pending.

No. 2458. J. M. Hoff (Vancouver) v. Western Union Telegraph Co. Delivery service. Closed.

No. 2459. Miss J. K. Lister (Washougal) v. Washougal Home Telephone Co. Service. Closed.

No. 2460. City of Chehalis v. Oregon-Washington Electric Light Co. Rates. Closed.

No. 2461. Woodland Commercial Club (Woodland) v. Pacific Telephone & Telegraph Co. and Northwestern Long Distance Telephone Co. Interchange of service. Closed.

No. 2462. Henry R. Berk (Spokane) v. Washington Water Power Co. Location of pole. Pending.

No. 2463. Geo. Stephenson (Toppenish) v. Northern Pacific Railway. Coal and wood yard site. Closed. No jurisdiction.

No. 2464. F. H. Brodeau (Spokane) v. Washington Water Power Co. Service. Pending.

No. 2465. Jas. Allen (Tenino) v. N. W. Electric and Water Works. Water service. Closed.

No. 2466. A. G. Clark (Seattle) v. Seattle Lighting Co. Discount on bills. Closed. Rules followed.

No. 2467. Miller Bros. P. & L. Co. (Seattle) v. Northern Pacific and O.-W. R. & N. Co. Overcharge. Closed.

No. 2468. Hercules Sandstone Co. (Tenino) v. O.-W. R. R. & N. Co. Demurrage charges. Pending.

No. 2469. Western Pine Mfg Assn. (Spokane) v. Great Northern Railway. Overcharge. Pending.

No. 2470. D. O. Tranberger (Corfu) v. C. M. & St. P. Ry. Overcharge. Pending.

No. 2471. J. M. Johnson (Sisco) v. Great Northern Railway. Private crossing. Closed.

No. 2472. Cedarhome Tel. Co. (Stanwood) v. P. S. Telephone Co. Connection. See C2455.

No. 2473. In re Block Signals on S. P. & S. Ry. Pending.

No. 2475. E. L. Rice (Spokane) v. Washington Water Power Co. Refusal of service. Pending.

No. 2476. J. S. McDonald (Cheney) v. Cheney L. & P. Company. Charges. See C2454. Closed.

No. 2477. Mrs. A. D. VanWalker (Elma) v. Tel. Co. Service. Pending.

No. 2478. H. C. Freeman (Bridgeport) v. Brewster Ferry. Rates. Closed.

No. 2479. In re accident on S. R. & S. Ry. Aug. 3, 1916. Closed.

No. 2480. Mrs. E. J. Harsell (Tenino) v. N. W. Electric and Water Works. Service. Pending.

No. 2481. Tom Carey (Spokane) v. G. N. Ry. Station lights at Chattaroy. Closed. No jurisdiction.

No. 2482. C. C. Anderson (Walla Walla) v. Burbank Co. Service. Closed. Service promised.

No. 2483. Mrs. A. R. Noll (Gate) v. Peoples Co-Operative Telephone Co. Service. Closed. Condition remedied.

No. 2484. L. I. Wheeler (Port Angeles) v. O.-W. R. & N. Co. Goods lost in transit. Closed. Interstate. No jurisdiction.

No. 2485. M. Seller & Co (Spokane) v. Wash. Water Power Co. Rates. Closed.

No. 2486. Gerlinger Motor Car Co. (Tacoma) v. N. P. Ry. Spur track. Closed.

No. 2487. Bellingham Bay Feed Mills (Bellingham) v. G. N. Ry. Claim for damaged hay. Closed.

No. 2488. Mayor of Pe Ell (Pe Ell) v. Central Light & M. Co. Service. Closed.

No. 2489. W. H. Paulhamus (Sumner) v. Pac. Tel. & Tel. Co. Service. Pending.

No. 2490. H. C. Lewis (Methow) v. G. N. Overcharge. Closed. Refund made.

No. 2491. Sylvester McGuire (Bellingham) v. City of Bellingham. Water service. Closed.

No. 2492. John Walser (Tekoa) v. City of Tekoa. Water meters. Closed. No jurisdiction.

No. 2493. Sam A. Owens (Vashon) v. P. S. Tel. Co. Rates. Closed. Tariff rates charged.

No. 2494. Marysville & Kellog Marsh Telephone Co. (Marysville) v. Puget Sound Telephone Co. Rates. Closed. Tariff rates charged.

No. 2495. W. E. Hanson (Olympia) v. N. P. Ry. Overcharge in fare. Closed. Overcharge refunded.

No. 2496. L. W. Franklin. Closed. No jurisdiction.

No. 2497. Harold B. Thompson (Seattle) v. Pac. Tel. & Tel. Co. Change in name in directory. Closed. Adjusted.

No. 2498. R. C. Johnson (Duvall) v. Duvall Light and Water Co. Service. Closed.

No. 2499. E. W. Hemsworth (Snake River) v. N. P. Ry. Claim for stock killed. Closed. No jurisdiction.

No. 2500. Pt. Susan Tel. Assn. (East Stanwood) v. Puget Sound Tel. Co. Rates. Closed. Tariff rates charged.

No. 2501. Nestos Timber Co. (Bellingham) v. Bellingham & N. Ry. Overcharge on scrap. Pending.

No. 2502. R. S. Hayward (Bremerton) v. Manette Water Co. Inadequate service. Closed.

No. 2503. A. E. Olson (Olympia) v. Pac. Coast S. S. Co. (San Francisco). Delayed delivery of ticket. Pending.

No. 2504. B. F. Gilbert (Camden) v. G. N. Ry. Free transportation. Pending.

No. 2505. Union Stock Yards (Spokane) v. Railways. Movement of live stock. Closed.

No. 2506. P. & S. Fruit Growers' Assn. (Puyallup) v. Express Companies. Rates. Closed.

No. 2507. Citizens of Waukon (Waukon) v. G. N. Ry. Co. Agent. Pending.

No. 2508. Mrs. E. R. Manly (Arlington) v. Jim Creek Light and Water Co. Service. Closed.

No. 2509. Hugo Kelley (Renton) v. Pac. Tel. & Tel. Co. Toll rates. Closed.

No. 2510. C. D. Dunningham (Centralia) v. Commission. Investigation of railroad accidents. Closed. Transferred to formal hearing 4219.

No. 2511. John K. Stewart (Granite Falls) v. Hartford & Eastern. Unsafe operation. Closed.

No. 2512. Cherry Valley Shingle Co. (Duvall) v. Puget Sound Tel. Co. Rates. Closed. Tariff rates charged.

No. 2513. Electrical Workers (Spokane) v. S. & I. E. R. R. Co. Violation electrical code. Pending.

No. 2514. Commission v. Tumwater Light & Power Co. Violation electrical code. Pending.

No. 2515. Investigating collision on B. & N. Aug. 23, 1916. Closed.

No. 2516. John G. Price (Seattle) v. Puget Sound Nav. Co. Excessive charge on auto. Closed. Tariff rates charged.

No. 2517. Herbert Remley (Dryden) v. Icicle Canal Co. Service. Closed.

No. 2518. Ohio Mill Co. (Seattle) v. Pacific Tel. & Tel. Co. Rates. Closed.

No. 2519. Glenn R. Fetterman (Bremerton) v. Pac. Tel. & Tel. Co. Discrimination. Closed. No discrimination.

No. 2520. Northern Coast Company (Tacoma) v. Vashon Navigation Co. Commutation tickets. Closed. Adjusted.

No. 2521. Jno. G. Elliott (Seattle) v. McDowell Steamship Co. Service. Closed.

No. 2522. Allen Oyster Co. (Seattle) v. Pac. Tel. & Tel. Co. Removal charges. Closed.

No. 2523. R. Krausse (Spokane) v. Wash. Water Power Co. Discrimination. Closed.

No. 2524. Transportation Bureau (Seattle Chamber of Commerce, Seattle) v. Railways. Suspension rule western classification. Closed.

No. 2525. Mrs. Caroline Dunlap (Pankanic) v. Lyle Tel. Co. Service. Pending.

No. 2526. E. J. Wood (Sedro Woolley) v. Puget Sound Tel. Co. Rates. Closed.

No. 2527. Pacific Fruit Growers' Co. (Wenatchee) v. Railroads. Icing charges. Closed.

No. 2528. F. C. Weber (Kirkland) v. N. P. Ry. Protection of section men. Closed.

No. 2529. Q. M. Development League (Tacoma) v. Steamboats. Service. Closed. Transferred to formal hearing 4244.

No. 2530. Hanlly Lumber Co. (Raymond) v. N. P. Ry. Co. Spur track. Closed. Track secured.

No. 2531. Pacific Coast Shippers' Assn. (Seattle) v. N. P. Ry. Co. Overcharge. Pending.

No. 2533. Electrical Workers (North Yakima) v. Pac. Power and Light Company and North Yakima and Valley Transportation Company. Violation electrical code. Closed. Conditions remedied.

No. 2534. Farmers' Mutual Telephone Co. (Lynden) v. Sumas Electric Co. Violation electrical code. Closed.

No. 2535. Chas. C. Moore Co. (Seattle) v. Pacific Tel. & Tel. Co. Rates. Closed. Adjusted to satisfaction of complainant.

No. 2536. N. L. Ward (Goldendale) v. S. P. & S. Ry. Fencing right of way. Pending.

No. 2537. Frank Atkinson (Spokane) v. N. P. Ry. Co. Stop at Providence. Closed. Train stops on flag.

No. 2538. Riverside Commercial Club (Everett) v. Puget Sound Telephone Company. Rates. Closed. Tariff rates charged.

No. 2539. Sperry Flour Co. (Creston) v. Pacific Tel. & Tel. Co. Service. Service made satisfactory to complainant. Closed. Complainant satisfied.

No. 2540. J. T. Roberts (Spokane) v. Spokane Gas Company. Collections. Closed.

No. 2541. Sedro Veneer Co. (Sedro Woolley) v. G. N. Ry. Co. Demurrage. Closed. Interstate. No jurisdiction.

No. 2542. Skagit Steel & Iron Works (Sedro Woolley) v. Skagit Improvement Co. Water rates. Closed. Tariff rates charged.

No. 2543. T. J. Morrow (Sedro Woolley) v. Puget Sound Tel. Co. Charges. Closed. Tariff rates charged.

No. 2544. B. A. Perish (Castle Rock) v. Water Company. Charges. Closed.

No. 2545. Lon Boyle v. Benton Independent Co. Rates. Closed.

No. 2546. Washington Drug Co. (Spokane) v. Washington Water Power Co. Contract rates. Closed. Tariff rates charged.

No. 2547. Mrs. C. E. Donahue (Spokane) v. Pac. Tel. & Tel. Co. Rates. Closed. Service promised.

No. 2548. Commission v. Pacific Power & Light Co. Violation electrical code. Pending.

No. 2549. Commission v. Willapa Power Co. Violation electrical code. Pending.

No. 2550. Commission v. O.-W. R. & N. Co. Violation electrical code. Pending.

No. 2551. Commission v. Willapa Harbor Electric Co. Violation electrical code. Pending.

No. 2552. School Board (Spokane) v. Pac. Tel. & Tel. Co. Special rates. Closed.

No. 2553. Nellie Balch (Wilsall, Mont.) v. N. P. Ry. Co. Checking baggage. Closed. Conditions remedied.

No. 2554. Washington State Hotel Assn. (Seattle) v. P. T. & T. Co. Hotel rates. Closed. Tariff rates charged.

No. 2555. L. F. Driver & Co. (Seattle) v. Pac. Tel. & Tel. Co. Charges. Closed. Tariff rates charged.

No. 2556. A. M. Darling (Olympia) v. Geo. A. Hall. Competitive rates. Closed. No jurisdiction.

No. 2557. Paul Menner (Bremerton) v. Pac. Tel. & Tel. Co. Rates. Closed. Tariff rates charged.

No. 2558. School Board (Tacoma) v. Sunset Tel. & Tel. Co. Rates. Pending.

No. 2559. Davis & Hell (Spokane) v. Pac. Tel. & Tel. Co. Rates. Pending.

No. 2560. Municipal Dock (Tacoma) v. Merchants Transportation Company. Discrimination. Pending.

No. 2561. Copalis Lumber Co. (Caslisle) v. N. P. Ry. Co. Car shortage. Closed. Transferred to 2571.

No. 2562. Geo. W. Wallis et al. (Willow Springs) v. Pacific Tel. & Tel. Co. Service. Closed. Complainant satisfied.

No. 2563. C. H. Runkel (Arlington) v. Puget Sound Tel. Removal charges. Closed. Complainant satisfied.

No. C2564. Parker & Holden (North Yakima) v. Selah Tel. Co. Night service. Closed.

No. 2565. W. L. Walker (Waukon) v. G. N. Ry. Car shortage. Pending.

No. 2566. Chas. A. Palmer (Milan) v. G. N. Ry. Blocking crossing. Closed.

No. 2567. Ernest Vallen (Fairbanks) v. N. P. Ry. Lost freight. Closed. No jurisdiction.

No. 2568. Wash. Iron Works (Seattle) v. Pac. Tel. & Tel. Co. Service. Closed. Service improved.

No. 2569. J. W. Morris (Medical Lake) v. Enloe Electric Co. Service. Closed.

No. 2570. L. D. Smith (Spokane) v. Home Tel. Co. Charges for moving wire. Closed. No jurisdiction.

No. 2571. Commission v. Railway. Car shortage. Pending.

No. 2572. W. R. Moore (Spokane) v. Pac. Tel. & Tel. Co. Rates in drug store. Closed. Tariff rates charged.

No. 2573. Orton F. Gilbert (Smyrna) v. C. M. & St. P. Ry. Stock killed. Closed. No jurisdiction.

No. 2574. L. W. McKinsey (Starbuck) v. Starbuck Electric Light Company. Rates. Pending.

No. 2575. Walla Walla Commercial Club (Walla Walla) v. Pacific Telephone & Telegraph Co. Rates. Pending.

No. 2576. Jones Scott Co. (Walla Walla) v. N. P. Ry Co. et al. Car shortage. Closed.

No. 2577. Mrs. B. Allen (Gertrude) v. Merchants Transportation Company. Overcharge. Closed. No prosecution.

No. 2578. Miss Weilta Thomas (Pasco) v. P. T. & T. Co. Rates. Closed. Tariff rates charged.

No. 2579. Ira Crofutt (Prosser) v. N. P. Ry. Co. Overcharge. Pending.

No. 2580. M. Seller & Co. (Spokane) v. Pacific Tel. & Tel. Co. rates. Closed. Tariff rates charged.

No. 2581. W. A. Grubb (San Francisco) v. Lake Chelan Boat Co. Refund fare. Closed. No jurisdiction.

No. 2582. Citizens Monse (Swansea) v. G. N. Duplicate stations. Closed.

No. 2583. Tumwater Lumber Co. (Tumwater) v. N. P. and O.-W. R. & N. Switching. Pending.

No. 2584. Economy Drug Co. (Tacoma) v. Pac. Tel. & Tel. Co. Slot machine. Closed. Tariff rates charged.

No. 2585. Gas and Water rules. Pending.

No. 2586. Electric Company rules. Pending.

No. 2587. Demurrage rules. Pending.

No. 2588. Connell Cash Store (Connell) v. Connell Telephone Co. Service. Closed.

No. 2589. V. H. Honeywell (Morton) v. Lewis County Light & Telephone Co. Service. Closed by order of Commission.

No. 2590. Wm. E. Roach (Orting) v. Orting Light & Water Co. Rates. Closed. Adjusted.

No. 2591. C. A. Leming (Castle Rock) v. Railways. Shortage coal weights. Closed. No authority.

No. 2592. J. J. Marco (Bend, Ore.) v. G. N. Ry. Co. Overcharge household goods. Closed. Adjusted.

No. 2593. Mayor Tacoma (Tacoma) v. Pac. Tel. & Tel. Co. Rates. Closed.

No. 2594. Mansfield Elevator & Warehouse Co. (Mansfield) v. G. N. Ry. Closed. Train service. Service improved.

No. 2595. W. H. Middleton (Seattle) v. Pac. Tel. & Tel. Co. Charges. Closed by order of Commission.

No. 2596. Walter Bruce (Spokane) v. Home Tel. & Tel. Co. Rates. Closed. Tariff rates charged.

No. 2597. Alex Allardyce (Spokane) v. Tome Tel. & Tel. Co. Rates. Closed. Tariff rates charged.

No. 2598. Dr. T. C. Baldwin (Port Orchard) v. Pacific Tel. & Tel. Co. Rates. Closed. Tariff rates charged.

No. 2599. Alexander & Bundy (Seattle) v. Pacific Tel. & Tel. Co. Rates. Closed. Tariff rates charged.

No. 2600. B. G. Lovegren (Seattle) v. Puget Sound Electric. Round trip tickets. Closed.

No. 2601. F. A. Kern (Ellensburg) v. N. P. Ry and C. M. & St. P. Ry. Blocking line. Closed. No jurisdiction.

No. 2602. G. E. Conn (Tumwater) v. N. P. Ry. Excessive charge on carload of wood. Pending.

No. 2603. A. I. Ellsworth (Seattle) v. Pac. Tel. & Tel. Co. Service. Closed. Condition remedied.

No. 2604. Henry Broderick (Seattle) v. Pac. Tel. & Tel. Co. Removal charges. Closed. Adjusted.

No. 2605. Farmers Warehouse Co. (Fallons) v. N. P. Ry. Demurrage charge. Closed. Complainant satisfied.

No. 2606. Western Retail Lumbermen Association (Spokane) v. N. P. Ry. Overcharge. Pending.

No. 2607. Commission v. Washington Water Power Co. Violation electrical code. Colfax. Pending.

No. 2608. Commission v. Washington Water Power Company. Violation electrical code Oakesdale. Pending.

No. 2609. D. P. Reid (Spokane) v. S. & I. E. Ry. Violation electrical code. Pending.

No. 2610. O. C. Palmatier (Crosby) v. P. S. Navigation Co. Overcharge. Pending.

No. 2611. Walter McMurphy (Vader) v. Little Falls Water Company. Service. Pending.

No. 2612. Pittock and Leadbetter Lbr Co. (Vancouver) v. North Coast Power Co. Service. (Vancouver). Pending.

No. 2613. Forrest H. Sweet (North Yakima) v. Telephone Companies. Lack of service. Pending.

No. 2614. Arlington Farmers Assn. (Arlington) v. N. P. Spur track. Pending.

No. 2615. American Audit Co. (Spokane) v. G. N. Ry. Co. Overcharge on bottles. Pending.

No. 2616. Adv. Rumley Thresher Co. (Spokane) v. Washington Water Power Company. Contract rates. Pending.

No. 2617. C. W. Stockdale. (Seattle) v. Anderson Steamboat Co. Rates. Pending.

No. 2621. Commisison v. C. M. & St. P. Ry. Dangerous fence. Seattle. Pending.

No. 2622. E. Becker (Colton) v. N. P. Ry. Car shortage. Pending.

No. 2618. Roslyn Commercial Club (Roslyn) v. All express companies. Free delivery. Pending.

No. 2619. Roslyn Commercial Club (Roslyn) v. N. P. Ry. Discrimination. Pending.

No. 2620. Puget Sound & Baker River Ry. (Sedro Woolley) v. Northern Pacific Railway. Switching. Pending.

No. 2621. Commission v. C. M. & St. P. Ry. Co. Fence at Seattle. Closed. Conditions remedied.

No. 2622. E. Becker (Colton) v. N. P. Ry. Car shortage. Closed. Car secured.

No. 2623. Citizens Palmer Siding v. G. N. Ry. Co. Train stop. Pending.

No. 2624. Residents Kittitas (Kittitas) v. C. M. & St. P. Ry. Car shortage. Pending.

No. 2625. L. W. Lewis (Edmonds) v. G. N. Ry. Co. Car shortage. Pending.

No. 2626. H. R. Smith (Neppel) v. C. M. & St. P. Ry. Car shortage. Closed. Transferred 2571.

No. 2627. J. P. Lundberg (Vancouver) v. Pacific Tel. & Tel. Co. Service. Pending.

No. 2628. W. Clarke (Spokane) v. Washington Water Power Co. Service. Pending.

No. 2629. M. M. Thompson (Seattle) v. Seattle Lighting Company. Service. Closed. Rules followed.

No. 2630. Wm. Snow (Spokane) v. Washington Water Power Co. Discrimination. Closed. No discrimination.

No. 2631. Mrs. P. N. Post (Bellingham) v. Pac. Tel. & Tel. Co. Installation charges. Closed. Tariff rates charged.

No. 2632. Inland Meat Co. (Wenatchee) v. G. N. Ry. Overcharge. Pending.

No. 2633. Commission v. Express companies. Extension free delivery. Pending.

No. 2634. W. W. McCormick (D. O. Tranberger) (Corfu) v. Corfu Warehouse Co. Issuing receipts. Closed. Condition remedied.

No. 2635. Almira Farmers Warehouse Co. (Govan) v. N. P. Ry. Co. Car shortage. Closed.

No. 2636. Public schools (Oroville) v. P. T. & T. Co. Service, Closed. Phone installed.

No. 2637. Mrs. F. D. McMillan (Tenino) v. N. W. Electric & Water Works. Service refused. Pending.

No. 2638. P. S. & Baker River Ry Co. (Mt. Vernon) v. N. P. Ry. Switching. Pending.

No. 2639. D. B. Putnam (Winslow) v. Winslow Grange Improvement Co. Warehouse service. Pending.

No. 2640. W. F. Brock (Vancouver) v. Pac. Tel. & Tel. Co. Service. Closed.

No. 2641. W. G. Chaney (Spokane) v. G. N. Ry. Train stop at Scotia. Closed.

No. 2642. D. W. Potter, et al. (Govan) v. G. N. Ry. Station agent. Pending.

No. 2643. H. A. LaBerge (North Yakima) v. Pac. Power & Light Company. Maintenance of poles. Closed. Adjustment made.

No. 2644. Conway-Fir Commercial Club (Conway) v. G. N. Ry. Station lights. Pending.

No. 2645. Scandinavian American Bank. (Tacoma) v. Pac. Tel. & Tel. Co. Rates. Pending.

No. 2646. F. H. Strong (Tonasket) v. Tonasket Flour M. Co. Lighting service. Pending.

No. 2647. J. B. Gillespie (Hoquiam) v. Hoquiam Water Co. Water rates. Pending.

No. 2648. Chas. B. Johnson (Elk) v. Great Northern Ry. Car shortage. Pending.

No. 2649. Thomas Roady (Outlook) v. Outlook Tel. Co. Rates. Pending.

No. 2650. E. H. Lester (Montesano) v. N. P. Ry. Co. Service. Pending.

No. 2651. Otto Juckeland (Spokane) v. Pac. Tel. & Tel. Co. Nickel in slot phone. Pending.

No. 2653. H. L. Jacobs (Everett) v. C. M. & St. P. Ry. Conditions of depot. Pending.

No. 2654. R. D. Damon (North Yakima) v. Pac. Tel. & Tel. Co. Installation charge. Closed. Tariff rate charged.

No. 2655. Earle & Steinert (Seattle) v. Pac. Tel. & Tel. Co. Overcharge. Pending.

No. 2656. L. C. VanPatten (Cheney) v. Cheney Light & Power Co. Rates. Pending.

No. 2657. R. I. Elliott (Tacoma) v. Vashon Electric Light & Power Co. Wires crossing property. Closed. No jurisdiction.

No. 2658. C. A. Darmer (Tacoma) v. Vashon Light & Power Co. Wire crossing property. Closed. No jurisdiction.

REPORT OF CHIEF ENGINEER.

OLYMPIA, WN., December 1, 1916.

The Public Service Commission of Washington, Olympia, Wash.

GENTLEMEN: In accordance with your request of recent date for a report covering the work of the Engineering Department during the fiscal year ending November 30, 1916, the following is offered:

HANFORD IRRIGATION CASE.

In August, 1915, complaint was filed by the water users in the Hanford district against the Consumers' Ditch Company, the Black Rock Power and Irrigation Company and the Agathon Land Company, these companies having resulted from the reorganization following the receivership of the Hanford Irrigation and Power Company. This necessitated an appraisal and investigation of the property involved in supplying the service and an investigation of the company's records and accounts. At the time of the appraisal of the Pacific Power and Light Company's property a portion of this property had been appraised. Beginning in November, 1915, the entire property was checked and brought up to date and the final report submitted to the Commission and presented at the hearing held January 17, 1916, at Kennewick.

PACIFIC TELEPHONE AND TELEGRAPH COMPANY CASE.

During the years 1910, 1911 and 1912, appraisals and investigations had been made of a few of the larger exchanges of the Pacific Telephone and Telegraph Company. The exchange plants covered were those located in the cities of Spokane, Tacoma, Bellingham, Everett, Bremerton and Centralia. It became apparent that this method of procedure, which covered but one exchange at a time, pointed to a very distant future for a solution of some of the many problems relating to telephone service and rates and coming before the Commission from day to day. Accordingly, in November, 1914, instructions were issued and work started in the appraisal of the entire property of the Pacific Telephone Company, both exchange and toll, located within the state.

Some appreciation of the magnitude and extent of this work may be had from reference to a few facts. The company was rendering exchange telephone service in one hundred and twelve cities and towns, and had toll property in thirty-seven of the thirty-nine counties in the state. There was also equipment at ninety-seven other points, termed "connecting company points," located in exchanges owned by companies with which the Pacific Telephone and Telegraph Company connected for rendering service. There were also nine other points within the state that were toll stations receiving service from exchanges located outside the state. Some idea of the extent of the use of the company's

service may be had from the fact that there were approximately one hundred and twenty-three thousand subscribers and service stations in the state.

The report was submitted at a hearing beginning January 24, 1916, in Tacoma and further hearing was held in Olympia, beginning March 20, 1916, following which findings under date of April 25, 1916, were made referring to the valuation of the entire property.

Beginning May 31, 1916, final hearing was held relative to the segregation of the valuation previously found to separate exchanges and toll, the earnings and expenses, rates, and rules and regulations of the company. The rules and practices of the company had been built around a contractual relation dependent upon an extended period of service. These rules and practices developed conditions making possible discriminatory obsolete rates and sources of innumerable complaints. The elimination of these conditions necessitated the formulation of new rules and regulations upon an entirely different basis.

Looking to the promulgation of rules and regulations by the company which would eliminate, in so far as they were able to determine, the features manifestly and admittedly unsatisfactory to both the company and its patrons, your engineers were directed to make an investigation. This investigation, involving much effort and study, and extending over quite a period of time, resulted in the adopting of a set of rules and regulations which appeared to be satisfactory and to eliminate the causes for complaint existing under the former rules and regulations.

These rules were duly filed by the company and have since been adopted and filed by many of the smaller companies throughout the state. Under them, discriminations due to obsolete rates are not possible, the objectionable contract, with its three months minimum billing clause and a penalty enacted for use less than the contract period, no longer exists. Instead, all users of a particular type of service in an exchange are receiving that service at the same rate, and ordinary business and residence service is quoted and rendered on a monthly basis. The Commission is now provided with a basis permitting of just and reasonable action, with expediency upon complaints referring to the service and rates of this company throughout the state.

Not only was this appraisal of value to this Commission, but it was submitted in detail to an engineer employed by the State Tax Commission, and this information made possible a compilation by him, showing the actual physical plant, both exchange and toll, located in each of the several counties of the state, thus aiding in establishing a valuation for taxation purposes, and a just and equal distribution thereof to the several counties, upon a basis never before available in this state.

The valuation of the property of this company is the largest single appraisement of a utility ever completed by the Commission, and exceeds the total of any previous blennium.

WASHINGTON WATER POWER COMPANY CASE.

The inventory of this entire property was completed in November, 1915, and due to lack of assistance and the press of the telephone and other work started prior to this case, it became necessary to temporarily suspend work thereon during the past few months. This property represents an investment exceeding that of the telephone company before mentioned. The company supplies street railway service to Spokane and interurban service between Medical Lake and Cheney and Spokane. Electrical energy is also supplied to thirty-five towns located in ten counties in the eastern and southeastern parts of the state and to approximately half that number of towns in the counties of Latah, Snohomish, Kootenai and Bonner in Idaho.

It is estimated that about thirty-five per cent of the work remains to be completed and this department hopes within a very short time to be able to again take up this work and carry it to completion. The cost of this work to date, exclusive of real estate appraisals, has been \$18,802.28. At this rate this appraisal should cost but little more per thousand than the telephone case.

ATTALIA LAND COMPANY.

The Attalia project is comprised of approximately 3,000 acres lying along the east bank of the Columbia river in the vicinity of the town of Attalia.

An investigation was made of the condition of the canal and an estimate of the cost of rehabilitation of the same. In conjunction with Mr. J. E. Shinn, pump expert of the Pacific Power and Light Company, a test of the pumping plant was made.

Under date of June 17, 1916, a report was submitted, in which details of the tests and information ascertained were presented, showing conditions existing under this project. This did not purport to be an appraisal.

GREAT NORTHERN SNOW SHEDS.

Growing out of the hearing inquiring into the wreck caused by a snow slide at Corea on the Great Northern main line on the west slope of the Cascades, conferences were held and a number of trips were made over the line by your engineer, in company with the engineer of the railway for the purpose of observing and studying the existing conditions and the determination of additions and betterments, looking to the protection of the traveling public. A careful survey was made by the company and plans prepared, and as soon as weather conditions would permit, active work was begun. This work consisted of 7,800 linear feet of new timber snow sheds on the east slope between Leavenworth and the Cascade tunnel; and 2,400 linear feet of combination concrete and timber snow sheds, most of which replaces old timber sheds; 5,500 linear feet of timber sheds, 100 feet of which replaces old sheds; and changes of line at bridges numbers 398 and 402, eliminating

these bridges entirely, and necessitating the construction of 300 feet of double track concrete arch gallery and approximately 2,600 feet of tunnel, all on the west slope between Tye and Scenic. An expenditure in excess of two million dollars will be incurred by the company in this work now well on the way to completion.

BROUGHT TO DATE.

During the year investigations of the records of the utilities have been made in the following cases for the purpose of bringing to date appraisals made by this department in former years.

Tacoma Railway and Power Company.

Pacific Power and Light Company.

Pacific Traction Company of Tacoma.

This was strictly engineering accounting and was done by Mr. E. D. Ridley.

INFORMAL CASES.

There have been numerous cases where informal complaints, relative to rates and service, were filed and the same referred to this department for investigation, with the result that rate schedules were filed, or improvements in equipment, with the corresponding improvement in service and extensions of service, have been brought about satisfactory to both the utility and its patrons without the expense of a hearing being incurred. Among such cases are the following illustrations:

Ellensburg Telephone Company.

Angeles Telephone and Telegraph Company.

Riverton Water Company.

In the first case a new schedule was filed providing for a substantial discount, which was equivalent to a lower rate. In the second case a new copper circuit was strung and other facilities provided for the improvement of toll service. In the last case two small companies consolidated, permitting of improvements to increase the quantity and quality of water supplied and providing for protection against contamination.

RULES AND REGULATIONS.

During the latter part of the year a study of the existing rules and regulations governing the practices of electric, gas and water utilities was taken up and tentative rules and regulations prepared as a basis for discussion in hearing held October 30th to November 1st, and at other hearings and consultations subsequent thereto, looking to revision of the existing rules and the promulgation of additional rules.

This subject is of much concern to the utilities and the general rate paying public whom they serve and it is sincerely hoped that due time will be permitted for the deliberate and careful consideration of which the problem is worthy.

FINANCIAL STATEMENT.

The following statement has been prepared to show the expense of maintaining the department for the past year, together with a comparison of the last two bienniums.

	1916	1915-1916	1913-1914
Salaries	\$10,123 67	\$50,903 86	\$35,779 30
Mileage	233 88	996 47	1,113 35
Expense	355 47	8,595 28	11,720 42
Supplies	62 95	572 26	323 02
Rents .....	.....	518 99	202 50
Miscellaneous .....	.....	.....	187 64
Furniture and fixtures....	.....	417 75	573 77
Total.....	\$10,775 97	\$61,304 61	\$49,900 00

REPORT OF SCALE EXPERT.

OLYMPIA, WN., November 1, 1916.

The Public Service Commission of Washington.

GENTLEMEN: I am pleased to submit to you my annual report of inspection and testing of railroad track scales in the State of Washington for the period from November 1, 1915, to November 1, 1916. These tests were made by using our official scale test car, W. & O. S. T. No. 1, weight 60,000 lbs. This car was standardized at Portland, Oregon, January 10, 1916, by both the weights and measure departments of Washington and Oregon. This was necessary as it is used jointly by both states. I am also attaching a list of all scales tested, showing their location, number and date of each test and general average per section, light and heavy.

SUMMARY OF SCALES TESTED.

Number of scales tested belonging to carriers, 73.
Industrial scales tested, 23.
Tested in State of Idaho by request of carriers, 2.
Total number of scales tested, 98.
Seal was removed from 7.
Scales not sealed, 6.
Scales resealed, 7.
Total number of scales sealed, 90.
Scales without seal, 6.
Total number of tests made, 109.
Number of scales refitted since last report, 22.
Number of days employed making tests, 214.
Salary and expense making tests, \$2,001.94
General office expense, \$268.75.
Average cost per test, \$20.83.
Mileage of test car about 6,000 miles.

I also tested one 30,000 capacity Hopper scale for the Grain Inspection Department, as they do not have testing equipment for so large a scale.

CAPACITY IN TONS.

7 of the 95 scales tested have capacity of 150 tons.
9 of the 95 scales tested have capacity of 125 tons.
70 of the 95 scales tested have capacity of 100 tons.
8 of the 95 scales tested have capacity of 80 tons.
2 of the 95 scales tested have capacity of 60 tons.

SCALE HOUSES.

68 of the 95 scales tested have good scale houses.
15 of the 95 scales tested have sheds.
13 of the 95 scales tested have none.

HOW LIGHTED.

32 of the 95 scales tested have electric lights.
10 of the 95 scales tested have oil lamps.
54 of the 95 scales tested have no lights.

DEADRAILS.

82 of the 95 scales tested have deadrails.
14 of the 95 scales tested have no deadrails.

AVERAGE WEIGHT PER SECTION.

62 per cent of the 95 scales tested were weighing light.
30 per cent of the 95 scales tested were weighing heavy.
8 per cent of the 95 scales tested showed no variation.

I have found that the general tendency of track scales is to weigh light; this is caused principally by wear of pivots, platform binding and dirt getting in the loops and bearings. To keep scales weighing correctly, I would suggest that the pivots be kept sharp, the loops and bearings clean, the scale pits well drained and have them inspected and tested often.

GENERAL SPECIFICATIONS OF SCALES TESTED.**BEAM EQUIPMENT.**

85 of the 96 scales tested in this state have type registering beams.
2 of the 96 scales tested in this state have double beams.
9 of the 96 scales tested in this state have plain beams.

FOUNDATIONS.

82 of the 96 scales tested in this state have concrete foundations.
3 of the 96 scales tested in this state have stone foundations.
11 of the 96 scales tested in this state have pile and timber.

CONSTRUCTION.

19 of the 96 scales tested in this state have steel construction.
77 of the 96 scales tested in this state have wood construction.

DRAINAGE.

87 of the 96 scales tested in this state have pipe drainage.
37 of the 96 scales tested in this state have subdrainage.
5 of the 96 scales tested in this state have pump drainage.
17 of the 96 scales tested in this state have no drainage.

STYLE OF DECK.

46 of the 96 scales tested in this state have split deck.
6 of the 96 scales tested in this state have solid deck.
30 of the 96 scales tested in this state have cast iron stands.
14 of the 96 scales tested in this state have plain decks.

LENGTH OF PLATFORM.

2 of the 96 scales tested in this state have 66 ft. platforms.
4 of the 96 scales tested in this state have 60 ft. platforms.

LENGTH OF PLATFORM.

2 of the 96 scales tested in this state have been 52 feet.
76 of the 96 scales tested in this state have been 50 feet.
1 of the 96 scales tested in this state have been 48 feet.
1 of the 96 scales tested in this state have been 47 feet.
9 of the 96 scales tested in this state have been 42 feet.
1 of the 96 scales tested in this state have been 40 feet.

NEW SCALES TESTED SINCE LAST REPORT.

DRUMMOND LIGHTERAGE COMPANY.

Seattle, Wash., installed December, 1915, Howe, 100 ton, 50 ft., wood construction.

UNITED STATES COAL COMPANY.

Seattle, Wash., installed April, 1915, Fbks. 100 ton, 50 ft., wood construction.

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

Aberdeen, Wash., installed May, 1916, Fbks. 150 ton, 60 ft., steel construction.

PUGET SOUND AND WILLAPA HARBOR RY. CO.

Centralia, Wash., installed July, 1916, Fbks. 150 ton, 50 ft., steel construction.

CLEAR LAKE LUMBER CO.

Clear Lake, Wash., installed Sept. 1916, Fbks. 100 ton, 50 ft., wood construction.

SCALES MOVED.

NORTHERN PACIFIC RY. CO.

From Aberdeen Junction, May, 1916, to Hoquiam, Washington.

NEW SCALES NOW BEING INSTALLED.

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

Spokane, Wash., Fbks. 150 ton, 50 ft., steel construction.

Seattle, Wash. Fbks. 150 ton, 50 ft., steel construction.

NORTHERN PACIFIC RAILWAY COMPANY.

South Tacoma, Wash., Fbks. 150 ton, 50 ft., steel construction.

GREAT NORTHERN RAILWAY COMPANY.

Oroville, Wash., Fbks. refitted 100 ton, 50 ft., steel construction.

I have been informed that the coming year about 10 per cent. of the scales with wood construction now in use will be rebuilt with steel construction and solid decks. It has been demonstrated many times in the last few years that wood platform timbers will not carry the heavy loads and soon get soft and crush at the bearings.

I believe a review of some of the improvements that have been made in the last five years for the betterment of track scales and weighing conditions might be interesting. I am submitting the following:

Up to the time I commenced to inspect and test track scales in this state, (December 1st, 1912), very little had been done in the way of sharpening or refitting or even rebuilding. At the present time, over 90 per cent. of the track scales have been refitted and rebuilt, and some, two or three times. Track scales in this section that are out in the weather do not last more than one to three years. Nearly all of the scales now being installed are of 150 tons capacity and steel construction, with solid decks. This is the very best installation.

1912, there were 28 scales with wood or pile and timber foundation. November 1st, 1916, there are only 11 and these will soon be replaced with concrete.

1912, there were 36 scales that had plain beams; today there are only 9 scales with plain beams, the 28 having been furnished with latest pattern of type register beams.

There were very few scales that had scale houses or lights of any kind or any convenience for the weighmaster. Now we have 68 comfortable houses, 16 good sheds, and only thirteen have no houses. I understand that a number of these have been furnished with houses since my last inspection. Twenty-nine are furnished with electric lights, ten have oil lamps. There are fifty-six without light. I am advised that there is very little night weighing done at any of these. Now many of the scale houses have stoves in them and many other conveniences, and the weighmasters have their office in some of them. Many other improvements have been made, such as leveling up the track leading to the scales, placing heavy rails on them, also good drainage.

1912. It was a regular practice to stop the cars on the weigh rails by using blocks under wheels to the injury to the scale and causing many accidents. This has practically all been stopped. Just occasionally I see a small block used; cars are all uncoupled and pulled apart before weighing now and engines under their own steam are not allowed to run over weigh rails of scale. At the present time I feel sure that there is an improvement over weighing conditions of 1911 of 60 per cent. to 70 per cent.; very few if any complaints have been received this year that could be traced to any track scale in this state not weighing correctly.

TEST CAR.

The wheel base (8 ft.) of our test car is too long for testing many of the 5-6-7 section scales, making it necessary to use a 36 or 40 foot loaded car after I test with our car to be sure of my work, and it is not always convenient to get a long car. I am advised by repair men that the wheel base can be shortened to 6 feet without much trouble. The car also needs other repairs such as spring hangers floor for test weight.

I also need 4-25 ton Norton Journal Jack. I have estimated that the entire cost will be about \$400.00 to be paid for out of the scale fund; Public Service Commission of Oregon to pay one half.

SPECIAL RECOMMENDATIONS.

1st. That all industrial track scales the carriers have weight agreements with or accept their weights be to all purposes and intent carrier scales, and shall be subject to all laws, rules and regulations the same as carrier scales.

2d. For the maintenance of the track scale department, I would recommend that a fee of \$20.00 be made for each test of track scale; that any part not used for the operation of test car, may be appropriated for purchase of new equipment and repairs to test car.

3d. Scale expert to have authority to condemn track scales without a hearing.

4th. Scale expert to have authority to make adjustments of track scales when necessary.

5th. Scale expert to have supervision over the location, type, construction and installation of all track scales:

6th. Track scales not to be used by carriers until they have been tested and sealed, except by proper showing permission may be given by the Commission to use until test car be had.

7th. That all L. C. L. scales used by carriers be turned over to State Weight and Measure Department.

During the past year I find that it has required an average of nearly two days to test each scale; this has been caused principally, by the many delays in getting the test car over the different lines, and the time necessary to transfer from one line to the other; in many instances it has taken from two to five days. I would suggest that the transfer and transportation of test car be taken up with the carriers and see if better service can not be had.

In conclusion I will say that there is quite a noticeable change in the attitude of the employees of the carriers to the test car. They are now much more willing to assist than they were when I started testing. They seem more interested in the work, and except in a very few instances, they have given me all the assistance required.

Yours very respectfully,

GEORGE H. KAISER,

Scale Expert.

A complete list of all scales tested for the period ending November 1st, 1916, with their location, number and date of each test, showing the general average weight per section, light or heavy. To get general average for car load, double the weight shown.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

<i>Location</i>	<i>Scale Number</i>	<i>Cap. Tons</i>	<i>Beam Equip.</i>	<i>Foundation</i>	<i>Date Tested</i>	<i>Variation</i>
Van Asselts, Wn.	170,994	100	T. R.	Concrete	Nov. 29, 1916	L. 10
Seattle, Wn.	204,004	100	T. R.	Concrete	Dec. 2, 1915	H. 45
					June 21, 1916	L. 10
Tacoma, Wn. ...	206,008	100	T. R.	Concrete	May 8, 1916	L. 100
					May 29, 1916	L. 105
Cedar Falls, Wn.	199,698	100	T. R.	Concrete	June 3, 1916	L. 50
Everett, Wn. ...	204,016	100	T. R.	Concrete	June 5, 1916	L. 220
Spokane, Wn. ...	E137,786	100	T. R.	Concrete	July 21, 1916	L. 40
Newport, Wn. ...	170,911	100	T. R.	Concrete	July 24, 1916	L. 52
Spirit Lake, Ida.	190,055	100	T. R.	Concrete	July 22, 1916	L. 58
McKenna, Wn. .	175,577	80	T. R.	Concrete	Aug. 14, 1916	L. 136
Bismarck, Wn. .	137,143	80	T. R.	Concrete	Aug. 15 1916	L. 46

PUGET SOUND & WILLAPA HARBOR RY. CO.

Centralia	E286,739	100	T. R.	Concrete	July 1, 1916	H. 80
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BELLINGHAM & NORTHERN F.Y. CO.

Location	Scale Number	Cap. Tons	Beam Equip.	Founda- tion	Date Tested	Variation
Sumas	600,762	100	T. R.	Concrete	Aug. 20, 1916	H. 40
					Oct. 20, 1916	H. 110
Bellingham	E 35,051	100	T. R.	Concrete	Aug. 21, 1916	H. 30

NORTHERN PACIFIC RAILWAY CO.

Pasco	205,281	125	T. R.	Concrete	April 18, 1916	L. 56
Centralia	E 20,696	125	T. R.	Concrete	April 27, 1916	H. 24
Tacoma New Yd.	E237,793	150	T. R.	Concrete	May 2, 1916	None
S. Tacoma Yds..	3,855	150	T. R.	Concrete	May 4, 1916	None
Hoquiam	E 18,048	125	T. R.	Concrete	May 5, 1916	L. 36
Tacoma Head Bay	143,489	100	Plain	Concrete	May 11, 1916	None
Burnet	E 72,614	100	T. R.	Stone	May 16, 1916	L. 220
Wilkeson	None	80	T. R.	Concrete	May 16, 1916	H. 100
Fairfax	None	100	T. R.	Concrete	May 17, 1916	L. 20
Wingate	127,154	100	T. R.	Concrete	May 18, 1916	L. 100
Kanasket	E137,917	125	T. R.	Concrete	May 29, 1916	None
Cle Elum	170,927	100	T. R.	Concrete	May 23, 1916	L. 20
					Aug. 8, 1916	L. 8
Ellensburg	E 43,497	100	T. R.	Concrete	May 24, 1916	L. 124
North Yakima ..	None	100	T. R.	Concrete	May 25, 1916	L. 20
Auburn	E 35,045	125	T. R.	Concrete	June 13, 1916	L. 40
Auburn	E 35,050	125	T. R.	Concrete	June 13, 1916	L. 50
Seattle 2d Av...	191,424	100	T. R.	Concrete	June 14, 1916	L. 136
Seattle Middle Yds.	190,399	100	T. R.	Concrete	June 14, 1916	L. 36
Interbay	170,851	100	T. R.	Wood	June 16, 1916	L. 76
Walla Walla	143,293	100	Plain	Concrete	June 17, 1916	L. 118
Spokane	158,387	100	T. R.	Concrete	July 13, 1916	None
Yardley	E 35,039	125	T. R.	Concrete	July 14, 1916	H. 88
Cheney	128,635	125	T. R.	Concrete	July 15, 1916	L. 12
Everett	None	100	T. R.	Concrete	Aug. 18, 1916	L. 96
Sumas	140,241	100	T. R.	Concrete	Aug. 19, 1916	H. 148
Bellingham	170,800	100	T. R.	Concrete	Aug. 23, 1916	H. 48
Snohomish	E 83,048	125	T. R.	Concrete	Aug. 24, 1916	L. 84
Tacoma Moon Yd..	E 55,390	100	T. R.	Stone	Oct. 13, 1916	H. 144

CENTRALIA EASTERN RAILROAD CO.

Mendota	190,314	100	T. R.	Wood	April 28, 1916	L. 63
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TACOMA RAILWAY & POWER CO.

Tacoma	170,822	100	Plain	Concrete	Oct. 14, 1916	L. 88
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PUGET SOUND TRACTION LIGHT & POWER CO.

Renton	197,726	100	T. R.	Concrete	Aug. 31, 1916	L. 160
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OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

Cosmopolis	E 18,049	150	T. R.	Pile	Dec. 5, 1915	H. 145
Seattle	190,950	100	T. R.	Pile	Jan. 20, 1916	H. 60
Tekoa	191,292	100	T. R.	Concrete	April 3, 1916	L. 35
					April 4, 1916	L. 170
Spokane	190,275	100	T. R.	Concrete	July 13, 1916	L. 63
					Aug. 19, 1916	H. 148
Tono	175,400	100	D. B.	Concrete	April 22, 1916	H. 560
Tono	175,408	100	D. B.	Concrete	April 22, 1916	L. 433

Report of Scale Expert

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Location	Scale Number	Cap. Tons	Beam Equip.	Founda- tion	Date Tested	Variation
Tacoma	190,521	100	T. R.	Pile	May 21, 1916	L. 100
					Oct. 11, 1916	L. 82
Aberdeen	190,603	150	T. R.	Pile	May 6, 1916	L. 24
North Yakima ..	191,642	150	T. R.	Concrete	May 25, 1916	None
Walla Walla	191,297	100	T. R.	Concrete	July 10, 1916	L. 275

GREAT NORTHERN RAILWAY CO.

Spokane	201,582	100	T. R.	Concrete	April 7, 1916	L. 16
Hillyards	E128,500	150	T. R.	Concrete	Sept. 29, 1916	L. 30
Northport	175,139	100	T. R.	Concrete	April 10, 1916	L. 144
Interbay	143,483	100	T. R.	Pile	June 16, 1916	L. 26
Seattle	140,336	80	T. R.	Concrete	June 16, 1916	L. 84
Leavenworth ...	3,628	100	T. R.	Concrete	June 19, 1916	L. 60
Delta	3,643	100	T. R.	Concrete	Jan. 22, 1916	L. 25
South Bellingham	143,179	80	Plain	Concrete	June 24, 1916	L. 74
Tacoma	190,887	100	T. R.	Concrete	Oct. 12, 1916	L. 44
Burlington	143,465	80	Plain	Concrete	Oct. 22, 1916	L. 12

SPOKANE, PORTLAND & SEATTLE RY. CO.

Fallbridge	190,299	100	Plain	Concrete	April 19, 1916	H. 12
Vancouver	190,298	100	T. R.	Concrete	Dec. 23, 1916	H. 152

SPOKANE & INLAND EMPIRE RY. CO.

Spokane	170,910	100	T. R.	Concrete	July 17, 1916	H. 68
Palouse	175,272	100	T. R.	Concrete	July 18, 1916	H. 24

SPOKANE INTERNATIONAL RY. CO.

Spokane	170,711	100	T. R.	Concrete	July 28, 1916	H. 12
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WASHINGTON, IDAHO & MONTANA RY. CO.

Potlatch, Ida. ..	158,387	100	T. R.	Concrete	July 18, 1916	L. 48
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PACIFIC COAST RY. CO.

Seattle	202,636	150	T. R.	Concrete	June 26, 1916	L. 35
Renton	191,205	100	T. R.	Concrete	June 29, 1916	H. 54
Black Diamond .	None	80	T. R.	Concrete	June 29, 1916	H. 54

INDUSTRIAL OR PRIVATELY OWNED R. R. TRACK SCALES.

BLOEDEL-DONOVAN LUMBER CO.

Larsons	E 46,946	100	T. R.	Concrete	Aug. 23, 1916	L. 124
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CENTENNIAL MILL CO.

Seattle	135,285	100	Plain	Concrete	Aug. 28, 1916	H. 6
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CENTENNIAL MILL CO.

Spokane	143,462	80	T. R.	Concrete	April 15, 1916	L. 356
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WASHINGTON GRAIN & MILLING CO.

Reardan	E 35,043	100	T. R.	Concrete	Aug. 2, 1916	L. 104
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WENATCHEE MILLING CO.

Wenatchee	190,865	100	T. R.	Concrete	June 20, 1916	None
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RITZVILLE FLOUR MILL CO.

Ritzville	E 46,952	100	T. R.	Concrete	Aug. 4, 1916	H. 80
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<i>Location</i>	<i>Scale Number</i>	<i>Cap. Tons</i>	<i>Beam Equip.</i>	<i>Founda- tion</i>	<i>Date Tested</i>	<i>Variation</i>
HAMMOND MILLING CO.						
Seattle	None	60	T. R.	Concrete	Aug. 26, 1916	H. 30
SPOKANE FLOUR MILL						
Spokane	175,600	100	T. R.	Concrete	April 17, 1916	H. 28
DEMENT BROS. COMPANY.						
Walla Walla ...	190,350	100	T. R.	Concrete	July 10, 1916	H. 72
SEATTLE BREWING & MALTING CO.						
Seattle	191,217	100	T. R.	Concrete	Dec. 1, 1916	L. 60
PACIFIC COAST STEEL CO.						
Seattle	686,553	100	T. R.	Concrete	June 28, 1916	H. 36
					Aug. 9, 1916	H. 36
SEATTLE CAR & FOUNDRY CO.						
Renton	E128,581	100	T. R.	Concrete	May 20, 1916	L. 80
					Aug. 30, 1916	L. 156
TACOMA SMELTING CO.						
Ruston	None	100	T. R.	Concrete	May 12, 1916	L. 316
Ruston	None	100	T. R.	Concrete	May 12, 1916	H. 28
					July 13, 1916	H. 72
QUARTERMASTER VANCOUVER BARRACKS, VANCOUVER.						
Vancouver	175,896	100	T. R.	Concrete	Dec. 8, 1916	H. 56
DRUMMOND LIGHT CO.						
Seattle	740,553	100	T. R.	Pile	Dec. 2, 1916	H. 28
CLEAR LAKE LUMBER CO.						
Clear Lake	128,581	100	T. R.	Concrete	Oct. 17, 1916	H. 68
OLYMPIC PORTLAND CEMENT CO.						
Bellingham	E 50,890	100	T. R.	Concrete	Aug. 21, 1916	L. 44
INTERNATIONAL PORTLAND CEMENT CO.						
Irwin	E 43,503	100	T. R.	Concrete	July 29, 1916	L. 116
INLAND EMPIRE PAPER CO.						
Millwood	169,399	100	T. R.	Concrete	July 28, 1916	H. 84
UNITED COAL SALES CO.						
Seattle	None	100	T. R.	Wood	June 27, 1916	L. 136
					Aug. 12, 1916	H. 16
WASHINGTON STATE COLLEGE.						
Pullman	E138,436	100	T. R.	Concrete	April 19, 1916	L. 225
WASHINGTON WATER POWER CO.						
Spokane	190,167	100	T. R.	Wood	April 6, 1916	L. 1,432
HENRY McCLEARY TIMBER CO.						
McCleary	171,091	60	Plain	Concrete	Jan. 22, 1916	H. 57
PACIFIC BREWING & MALTING CO.						
Tacoma	633,358	100	Plain	Concrete	Oct. 30, 1916	L. 144

**OPINIONS RENDERED BY THE ATTORNEY
GENERAL TO THE PUBLIC SERVICE
COMMISSION FOR THE PERIOD
ENDING NOVEMBER 30, 1916.**

SEATTLE PORT DISTRICT FIXES CHARGES OF TENANTS.

OLYMPIA, Wn., January 14, 1916.

We acknowledge receipt of your letter enclosing a letter from the Dodwell Dock and Warehouse Company, Inc., of Seattle. You ask for our opinion concerning the question of law submitted by the said dock and warehouse company.

It appears that on October 28, 1915, pier 14, on which the dock company was operating, was destroyed by fire, and that immediately thereafter the said dock company obtained from the port commission "preferential assignment" of the port district's Smith Cove terminal, revocable on sixty days' notice. The warehouse company has been making charges according to its regular tariff. It appears that the port commission has expressed an opinion that the dock company has no right to make any charges in excess of those published in the tariff of the port commission.

Section 4, chapter 62, Laws of 1913, authorizes the port district:

"* * * to fix absolutely and without right of appeal or review the rates of wharfage, dockage, warehousing and port and terminal charges upon all improvements owned and operated directly by the port district itself, and ferry charges of ferries operated by itself: *Provided, however,* That the port commission shall file with the Public Service Commission of the State of Washington its schedule of rates and charges so fixed, as is required by the laws of the State of Washington of public service corporations, and may not change any rate or charge so fixed without first filing a notice of such change of rate or charge with the Public Service Commission not less than thirty days prior to the going into effect of such change of rate or charge, *and to fix, subject to state regulation rates of wharfage, dockage, warehousing and all necessary port and terminal charges upon all docks, wharves, warehouses, quays, or piers owned by said port district but operated under lease from it,* to execute leases of all lands, wharves, docks and property owned and controlled by said port district upon such terms as the port commission may deem proper."

It would appear from the provisions of the law above quoted that the charges of the dock company referred to, while using the property of the port district, should first be fixed by the port commission, and that the charges so fixed would be subject to the regulation of the Public Service Commission. The apparent intention of the statute is that the charges of the lessees of the port district should be fixed by the district in the first instance.

The only rates fixed by the port commission are those evidenced by the tariffs of the port district, and in so far as the schedule of the port district covers the services performed by the dock company, the charges provided by such schedule would control.

You are therefore advised that in our opinion the charges provided by the port commission are the lawful charges for such services as this schedule covers. Our understanding is that the tariffs of the Dodwell Dock and Warehouse Company provide for services such as loading, unloading, handling, etc., not included in the tariffs of the port commission. We are of the opinion that until changed by the port

commission, the charges provided by the tariffs of the Dodwell Dock & Warehouse Company, for the services last referred to, are the lawful charges.

This opinion is applicable only to the situation under consideration and has no reference to the reasonableness of the charges.

Yours respectfully,

SCOTT Z. HENDERSON,
Assistant Attorney General.

**REDUCED FARE FOR SCHOOL CHILDREN AND REDUCED
RATES FOR FAIR EXHIBITS.**

OLYMPIA, WN., February 9, 1916.

You have asked the opinion of this office upon the following questions:

"May the common carriers of this state extend special or reduced rates to school children attending state fairs and similar exhibitions where such school children are exhibiting produce raised by them or articles manufactured in the industrial departments of the public schools?"

"May the common carriers extend reduced rates for the transportation of the exhibits sent to state fairs, and like institutions, by children of the public schools exhibiting their handiwork at such institutions?"

Section 18 of the Public Service Act (Ch. 117, Laws of 1911) prohibits common carriers from charging, demanding, collecting or receiving a greater or less or different compensation for the transportation of persons or property, or for any service in connection therewith, than the rates, fares and charges specified in the schedules filed and in effect at that time. The same section further prohibits such carriers from directly or indirectly issuing or giving any reduced transportation to any person except certain specifically designated classes of persons. The only exception which is made by this section with respect to school children is for students "going to and returning from state institutions of learning." The fact that an express opinion is made in such cases would indicate that no other exception was intended. In any event, none can be implied, in the absence of an express provision upon the subject.

Your first inquiry is therefore answered in the negative.

In this connection, however, we call your attention to the proviso contained in Section 18, which permits the issuance of excursion passenger tickets.

An answer to your second inquiry may be found in that portion of Section 13 which provides as follows:

"Common carriers subject to the provisions of this act may carry, store or handle, free or at reduced rates, property for the United States, state or county or municipal governments, or for charitable purposes, or to or from fairs, and exhibitions for exhibition thereat, and may carry, store or handle, free or at reduced rates, the household goods and personal effects of its employees and those entering or leaving its service and those killed or dying while in its service."

We are of the opinion that under the provisions of this section carriers may extend reduced rates for the class of property mentioned in the second inquiry.

Yours respectfully

SCOTT Z. HENDERSON,
Assistant Attorney General.

CHANGED RATES REQUIRE STATUTORY NOTICE.

OLYMPIA, WN., March 1, 1916.

You have submitted to this office the following state of facts: A company engaged in the sale and distribution of electrical power for lighting and commercial purposes has filed an addition to its tariffs providing for certain rates for combined light and power for moving picture theatres which guarantee a certain sum per annum. You ask whether these tariffs should be given the thirty days' notice prescribed by Section 28, Chapter 117, Laws of 1911.

Section 27, Chapter 117, *supra*, in substance provides that every electrical company shall file with the Commission all rates and charges made by such company. Section 28 then provides that "unless the Commission otherwise orders, no change will take place in rate or charge. * * *," except upon thirty days' notice to the Commission and publication for thirty days; which notice shall indicate the nature of the change.

While it is true that the change here proposed does not cancel or supersede any existing tariffs, it is nevertheless a change within the contemplation of Section 28, because it provides that theatres who take a certain amount of power may obtain that power at less rate than under the tariffs theretofore existing.

We therefore conclude that the usual thirty days' notice should be given.

Yours respectfully,

SCOTT Z. HENDERSON,
Assistant Attorney General.

IRRIGATION COMPANY UNDER JURISDICTION OF COMMISSION.

OLYMPIA, WN., March 6, 1916.

You have asked the opinion of this office upon the following state of facts: An irrigation company was organized for the purpose of constructing an irrigation canal. Prior to the construction of this canal, contracts were entered into between this company and persons owning or holding land under contract under this proposed system, by which the company agreed to convey to such persons a perpetual water right sufficient to irrigate their lands; and as a consideration therefor the land owners in turn agreed to deed to the company, upon completion of the canal, a designated portion of the lands owned by them.

These contracts further provided that upon the completion of the system it should be turned over to the owners of the canal through the formation of a water users association or an operating company, each land owner to receive one share of stock for each acre of land irrigated by the canal. These contracts also contained a provision that until the system was transferred the company might collect an annual maintenance fee of \$2.00 per acre; and that in case the land owners should default in the payment of such fee, the company should have the right to refuse to furnish water until the fee be paid. You ask whether or not this company is a public service operating company within the meaning of Chapter 117, Laws of 1911, and therefore required to file its tariffs and contracts with your Commission as provided in Section 27, Chapter 117, *supra*.

Section 27 provides:

"Every gas company, electrical company and water company shall file with the Commission and shall print and keep open to public inspection, schedules in such form as the Commission may prescribe, showing all rates and charges made, established or enforced, or to be charged or enforced, all forms of contract or agreement, all rules and regulations relating to rates, charges or service, used or to be used, and all general privileges and facilities granted or allowed by such gas company, electrical company or water company."

Section 8 of the same act defines the term "water system" as follows:

"The term 'water system,' when used in this act, includes all real estate, easements, fixtures, personal property, dams, dikes, head gates, weirs, canals, reservoirs, flumes or other structures or appliances operated, owned, used or to be used for or in connection with or to facilitate the supply, storage, distribution, sale, furnishing, diversion, carriage, apportionment or measurement of water for power, irrigation, reclamation, manufacturing, municipal, domestic or other beneficial uses for hire."

The term "water company" is defined by Section 8, as follows:

"The term 'water company,' when used in this act, includes every corporation, company, association, joint stock association, partnership and person, their lessees, trustees or receivers appointed by any court whatsoever, and every city or town owning, controlling, operating or managing any water system for hire within this state."

Tested by these definitions we think that the company here in question is a "water company" within the contemplation of Section 27, *supra*. Recurring to the statutory definition of the term "water system," it will be observed that it includes "canals" * * * operated, owned, used or to be used for or in connection with or to facilitate the supply, storage, distribution, sale, furnishing, diversion, carriage, apportionment or measurement of water for * * * irrigation * * * or other beneficial uses for hire." Any company which operates such a water system is a "water company" under the act. This company furnishes water to its patrons and for this service collects an annual maintenance fee of \$2.00 per acre per annum; in addition to which it has transferred certain valuable water rights for which it has received large tracts of land. This is clearly the distribution, furnishing and carriage of water for hire. The fact that the water rights may be owned by the land owners is material, because in such event the company is still a carrier of the water, for which service it receives compensation.

We regard the fact that these contracts ultimately contemplate the transfer of this system to the land owners as also immaterial. This is a system which has been quite extensively followed in the arid states. The status of a corporation with respect to its relation to the state cannot be measured by some intent to be consummated in the future, but must be determined by the nature of the business in which it is now engaged. The business of this company contains all the elements of a public service company, both at common law and under the statute.

The Supreme Court of Idaho in the case of *Childs v. Neitzel*, 141 Pac. 77, in speaking of an irrigation company organized on a similar plan, said:

"The Murphy Company was a public service or a quasi public corporation, and the use it was making of its irrigation system and of the waters appropriated by it was a public use and the right it was exercising in selling water shares and rights in the irrigation system and issuing contracts therefor and collecting rates and compensation was a franchise. * * *"

The case of *McCook Irrigation & Water Power Company v. Burtless*, 152 N. W. 334, is to the same effect.

Your inquiry is accordingly answered in the affirmative.

Yours respectfully,

SCOTT Z. HENDERSON,
Assistant Attorney General.

VALUATION DECLARED BY SHIPPER AND ACCEPTED BY
CARRIER GOVERNS RATES.

OLYMPIA, WN., March 6, 1916.

You have submitted to this office the following state of facts. Item No. 4 of G. N. Ry. Co. tariff GFO 280-A reads as follows:

"Effective July 20, 1915, ore, carloads, minimum weight 60,000 pounds, except when car is loaded to marked or visible carrying capacity, actual weight but not less than 40,000 pounds will govern."

"When valuation is declared by shippers of not exceeding \$30.00 per ton of 2,000 pounds, from Okanogan to Tacoma, \$3.50 per ton of 2,000 pounds, see rule 3, page 6 of this tariff," which reads as follows:

"Valuation, rules, etc., on ore, concentrates and slag. Effective June 2, 1915, issued under special permission of the Interstate Commerce Commission No. 49 (*Ex Parte*) of May 7, 1915."

"The rates named herein apply to valuations not to exceed the highest valuation named herein, an additional charge of 20 per cent. will be made on valuations exceeding such maximum valuation. Where rates are conditioned on value declared by shippers, such declaration must be made in writing on the face of the bill of lading by shipper or his agent."

"The smelter returns to the mine owner, before deducting transportation charges, shall be the value to be used in determining the freight charges under this tariff."

You ask the following questions relative to this tariff:

First. Under this tariff does the "declared valuation" stated in the bill of lading, govern freight rates except in case of loss?

Inasmuch as this tariff recites that it was promulgated by permission of the Interstate Commerce Commission, a reference to the opinion of that Commission with reference to such order would seem to aid in its construction, even though the particular rate here in question is intrastate and therefore not within the jurisdiction of that body. This opinion will be found reported under the title of *In re the Cummins Amendment*, 33 I. C. C. 682, and involves the proper construction of the Cummins Amendment to the Interstate Commerce Act. This amendment in substance provides that common carriers of interstate shipments of freight shall be liable for the full actual loss, damage or injury happening to any such freight by reason of any act of such carrier and that this liability cannot be evaded by the carrier by means of any contract. The amendment, however, contains the following proviso:

"Provided, however, That if the goods are hidden from view by wrapping, boxing or other means, and the carrier is not notified of the character of the goods, the carrier may require the shipper to specifically state in writing the value of the goods, and the carrier shall not be liable beyond the amount so specifically stated, in which case the Interstate Commerce Commission may establish and maintain rates for transportation, dependent upon the value of the property as specifically stated in writing by the shipper. Such rates shall be published as other rate schedules."

The effect of this proviso was considered upon page 694 of the opinion where it was said:

"The right of the carrier to initiate its rates and to consider value of the property tendered for transportation as an element in determining the classification thereof or the rate applicable thereto has not been denied by the act or withdrawn by this amendment. The right in certain instances to make varying rates upon a given article of commodity dependent upon its true value being recognized, and it being impossible for the carrier's agent to know the true value of the shipment unless it is declared by the shipper, and in view of the fact that the ordinary name of the commodity is essential to the application of any transportation rate whatsoever, it seems that the word 'character' as used in this proviso must include the true and actual value as stated by the shipper."

"The word 'character' as here used clearly relates primarily to value, or to those qualities affecting value, and when the entire proviso is considered the meaning seems to be that if the qualities affecting value of the goods are hidden from the carrier's view, or are not known to the carrier the proviso applies. It is a well settled rule of statutory construction that the word 'and' may be read as 'or' in deference to the meaning of the context."

The tariff here in question appears to have been promulgated with this language in view. Assuming that this is a proper construction of the Cummins Amendment, a matter upon which it is unnecessary for us to pass, it is apparent that unsmelted ore is within the terms of the proviso, because its true value is clearly not within the knowledge of the carrier.

The clause of this tariff which provides that the smelter returns to the mine owner shall be the value to be used in determining freight charges, is explained by page 696 of the decision before referred to, which reads in part:

"It is important to keep in mind that the carriers are not prohibited from making different rates dependent upon the value of different grades of a different commodity; that, except as covered by the Cummins amendment, including approval of the rates by the Commission, the carrier is subject to all the liabilities imposed by that amendment; and that if, in any instance, the shipper declares the value to be less than the true value in order to get a lower rate than that to which he would otherwise be entitled, he violates, and is subject to the penalty prescribed in Section 10 of the act. The carrier would also be subject to the same penalty in such a case if, having knowledge that the value represented is not the true value, it nevertheless accepts the shipper's representation as to value for the purpose of applying the rate."

This provision of the tariff appears to have been inserted primarily as a direction to the shipper and to the agents of the carrier as to the proper way to determine this value, and also in case of a controversy as to value. If the valuation is declared in good faith by the shipper, however, and accepted by the carrier, we believe that it will determine the rate regardless of the returns which the shippers may subsequently receive upon the shipment.

Second. If the declared valuation is placed at \$100.00 a ton, but the ore actually runs \$30.00 or less, would the rate be \$4.20 or \$3.50 per ton?

Third. What would the rate be on a shipment valued at \$100.00 per ton which actually runs that?

The rate in such a case would be \$4.20 per ton.

Yours respectfully,

SCOTT Z. HENDERSON,
Assistant Attorney General.

AUTHORITY TO MAKE RULE FOR DEDUCTION FOR SACKS IN WEIGHING GRAIN.

OLYMPIA, WN., March 16, 1916.

You have submitted to this office two letters from Mr. R. D. Jarboe, chief inspector of the grain department. These letters make inquiry as to the jurisdiction of the Commission concerning the matter of the practice of weighing grain. It appears from the letters that it is customary to deduct one pound for the weight of sacks in the handling of wheat. Mr. Jarboe states that his attention was called to the fact that scale inspectors have notified warehousemen that "if they persisted in deducting one pound per sack from the gross weight of wheat they would be prosecuted under the Weights and Measures Act."

Section 2 of Chapter 91, Laws of 1911, provides:

"The Commission shall exercise general supervision over the handling, weighing, inspecting and storage of grain and hay, and the management of public and terminal warehouses. Such Commission shall investigate all complaints of fraud or injustice in the grain and hay trade, fix the charges of public and terminal warehouses, and make all necessary rules and regulations for carrying out and enforcing the provisions of this act, and of all laws of the state relating to this subject."

Section 4 of Chapter 170, Laws of 1915, provides:

"It shall be unlawful for any grain warehouseman to receive in any public terminal grain warehouse any grain that has not been inspected and weighed in by a duly authorized grain inspector of the State of Washington, or to deliver out of any Class A grain warehouse any grain that has not been weighed out by a duly authorized state grain inspector."

By virtue of the provisions of Section 2, Chapter 91, *supra*, we are of the opinion that the Public Service Commission has supervision over the weighing of grain, and may prescribe rules therefor. However, the Commission has no jurisdiction to prescribe the price to be paid either for the grain or the sacks.

The reference made by Mr. Jarboe to the weights and measures act occurs by reason of the provisions of Section 9, Chapter 52, of the Laws of 1913, which in part provides:

"It shall be unlawful for any person, firm or corporation in the State of Washington to buy any commodity upon the basis of weight or measure except the same be bought upon the basis of the true net weight or measure, and unless the scales or measures so used shall bear the seal of a sealer of weights and measures and conform to the standards adopted by the State of Washington. * * *

"It shall be unlawful for any vendor, or his servant, agent or other employee in the State of Washington, to offer to sell, or sell, or sell and deliver any commodity ordinarily and usually sold in bulk or quantity by weight or measure, unless the same be weighed or measured as the case may be upon or by officially tested and approved weights, measures, scales, scalebeams, patent balances, steelyards, automatic or computing scales or other instruments for weighing or measuring, and unless that portion of such commodity so offered for sale be sold by weight or measure *shall be the true net weight or measure.*"

You are therefore advised that in the opinion of this office the Public Service Commission is authorized to make and enforce such reasonable rules and regulations as may be necessary for ascertaining the proper weight of wheat, and that this authority would include the right to make a rule with reference to the proper deductions and additions for the weight of sacks, without regard to the price to be allowed for such sacks.

Yours respectfully,

SCOTT Z. HENDERSON,
Assistant Attorney General.

JURISDICTION OVER ELECTRIC ENERGY SOLD TO MUNICIPALITY.

OLYMPIA, WN., March 28, 1916.

We have a communication from your department submitting to us a letter relative to your jurisdiction over electrical energy sold to a municipal corporation by the Washington Water Power Company. It appears that the municipal corporation contemplates the purchasing of a distributing system within such municipality, and contemplates the purchase from the Washington Water Power Company of electric current to supply such distribution system. You desire to know if the Commission has jurisdiction to compel the power company to furnish such electric current and to regulate the price thereof.

In the recent case of *State ex rel. Public Service Commission v. Spokane & Inland Empire Railroad Company*, 47 Wash. Dec. 405, the supreme court of this state in the course of its opinion uses this language:

"There may be some expressions in cases involving collateral questions, which seemingly touch the question under discussion and which may give impulse to the thought that we had it in mind to modify some of our decisions, but the fact remains that, whenever the exact question has been submitted to

the court, it has held to the doctrine of the earlier cases, that is, that the sale of power to be used by others for traction purposes, lighting, manufacturing, etc., is not a public use."

Again in the same opinion the court uses the following language:

"At the time the act of 1911 was passed, the law was well defined and certain in its terms. The sale of power to individuals or companies to be in turn sold was not a public use."

In the case just referred to the court held that the power and light business of the Spokane & Inland Empire Railway Company was not within the jurisdiction of the Public Service Commission, although the record showed that the Spokane & Inland Empire Railroad Company was selling power and light to an individual who was furnishing light to four incorporated towns and one village.

Under the authority of the Spokane & Inland case, *supra*, it would appear that the Public Service Commission would have no authority to make any order concerning the rates or service under the conditions above set forth.

Yours respectfully,
SCOTT Z. HENDERSON,
Assistant Attorney General.

HOURS STOCK MAY BE HELD IN CARS WITHOUT UNLOADING.

OLYMPIA, WN., April 12, 1916.

You have requested advice from this office as to the present state law relative to the number of hours stock can be held in cars in this state without unloading for feed, water and rest. You also ask advice as to whether the state law is different from the Federal law in this respect.

Section 8717, Rem. & Bal. Code, provides in part as follows:

"Railroad companies in carrying or transporting animals shall not permit them to be confined in cars for a longer period than forty-eight consecutive hours without unloading them for rest, water and feeding for a period of at least two consecutive hours, unless prevented from so unloading them by unavoidable accident."

This section of the statute is still in effect and is the law of this state. You are therefore advised that when animals are shipped from one point within the State of Washington to another point within this state, that is to say, when shipment is entirely intrastate, the provisions of Section 8717, *supra*, are controlling.

The Federal statute relating to the same subject provides that cattle, sheep, swine or other animals shall not be confined in the same cars for a longer period than twenty-eight consecutive hours without unloading the same for rest, water and feed for a period of at least five consecutive hours. An owner is permitted to extend the time from twenty-eight to thirty-six hours upon written request made at the time the bill of lading is made out, such request to be in a separate document.

Yours respectfully,
SCOTT Z. HENDERSON,
Assistant Attorney General.

**TELEGRAPH DEPARTMENT OF GREAT NORTHERN RAILWAY
NOT AN INDEPENDENT TELEGRAPH COMPANY.**

OLYMPIA, WN., April 24, 1916.

We are in receipt of communications from your department, enclosing a letter from Mr. G. R. Martin, comptroller of the Great Northern Railway Company. You ask to be advised as to whether or not you should consider the "telegraph department" of the Great Northern Railway Company an independent telegraph company from whom you should require annual reports.

It appears from your communication, and that of the comptroller, that the Great Northern Railway Company does some commercial telegraph business on its branch lines but has no separate company incorporated to take care of the telegraph business. The cost of the telegraph lines is considered as a part of the cost of the railroad property and the revenue is disposed of as "telephone and telegraph revenue," in accordance with the classification prescribed by the Interstate Commerce Commission. The revenues and expenses of the telegraph business are shown in the report of the Great Northern Railway Company to your Commission.

The Great Northern Railway Company is not organized as a telegraph company but does some incidental commercial telegraph business on branch lines of its railway. According to your communication, "the main line appears to be handled by an independent telegraph company."

You are advised that as a proposition of law there is nothing in the statute compelling you to treat the "telegraph department" of the Great Northern Railway Company as an independent company under the state of facts above referred to.

Yours respectfully,

SCOTT Z. HENDERSON,
Assistant Attorney General.

**RIGHT OF CITIES TO REGULATE SANITARY CONDITIONS OF
STREET CARS.**

OLYMPIA, WN., May 3, 1916.

You have submitted to us the following inquiry submitted to you by Dr. J. B. Anderson, health officer of the city of Spokane:

"Would you kindly indicate to me whether you consider cities of the first class have a right to regulate sanitary conditions of street cars in the method and manner of cleanliness; that is whether we are able to force them to scrub their cars out if necessary, and in the matter of ventilation, whether we can force them to open up their windows and give the people fresh air, or whether it is necessary for your Commission to rule on these important problems."

Accompanying the letter is a copy of an ordinance of the city of Spokane, two sections of which are as follows:

"Section 88. No person shall expectorate on the floor of any street railway car or other public conveyance, or public building, or on any sidewalk in the city of Spokane.

"Section 89. Every closed street railway passenger car operated in Spokane shall be properly ventilated while in operation and shall be properly aired at the end of each round trip. It shall also be cleaned at the end of each day's run and disinfected at least once each week in such manner as the health officer may direct or approve. The dry sweeping or dusting of any street car while it is on any street is strictly prohibited. The president of the board of health, the health officer, or any of his deputies may order any street railway passenger car operated in violation of any provision of this section to the car barns, and the company shall immediately comply with said order. All street cars shall be adequately heated in cold weather."

By the provisions of the constitution cities and towns are authorized to make and enforce local police, sanitary and other regulations, Section 11 of Article XI being as follows:

"Any county, city, town, or township, may make and enforce within its limits all such local, police, sanitary, and other regulations as are not in conflict with general laws."

By the provisions of Section 10, Article XI, a city of the class to which Spokane belongs may "frame a charter for its own government consistent with and subject to the constitution and laws of this state."

Section 9 of Chapter 117, of the Laws of 1911, being the Public Service Commission law of this state, provides:

"Every common carrier shall construct, furnish, maintain and provide safe, adequate and sufficient service facilities, trackage, sidings, railroad connections, industrial and commercial spurs and equipment to enable it to promptly, expeditiously, safely and properly receive, transport and deliver all persons or property offered to it or received by it for transportation, and to promote the safety, health, comfort and convenience of its patrons, employees and the public."

"All rules and regulations issued by any common carrier affecting or pertaining to the transportation of persons or property shall be just and reasonable."

Section 53 of Chapter 117, *supra*, provides:

"Whenever the Commission shall find, after such hearing, that the rules, regulations, practices, equipment, appliances, facilities or service of any such common carrier in respect to the transportation of persons or property are unjust, unreasonable, unsafe, improper, inadequate or insufficient, the Commission shall determine the just, reasonable, safe, adequate, sufficient and proper rules, regulations, practices, equipment, appliances, facilities or service to be observed, furnished, constructed or enforced and be used in the transportation of persons and property by such common carrier, and fix the same by its order or rule as hereinafter provided."

By the provisions of said Chapter 117, street railroads and street railroad companies are included within the term of "common carrier." It will be observed that in the above quotations the provisions of the law are directed to the "rules and regulations . . . pertaining to the transportation of persons or property" or "rules, regulations, practices, equipment, appliances, facilities or service of any such common carrier in respect to the transportation of persons or property."

In the case of *Seattle Electric Co. v. Seattle*, 78 Wash. 208, it was held that the Public Service Commission had exclusive jurisdiction concerning the operation of street cars in accordance with schedules, and to prescribe rules relative to the prevention of overcrowding of cars, and that since the enactment of the Public Service Commission Law the city had no jurisdiction over such matters.

It will be observed that both of these cases refer to rates or rules and regulations in respect to the transportation of persons, and it is apparent therefore that insofar as any regulations relate to the transportation of persons or property, such regulations are exclusively within the jurisdiction of the Public Service Commission.

In so far as the regulation relates to the prohibiting of such acts of the utility as may be detrimental to the peace, health, safety or general welfare of the community the utility may be subjected to the police power of the city in the same manner as any other corporation or person. It may be prohibited from maintaining any public nuisance irrespective of the jurisdiction of the Commission.

The determination of the question of whether or not the regulation is one in respect to the "transportation of persons or property," as distinguished from that which may be in the interest of public peace, health, safety or general welfare, is not free from difficulty.

It is our opinion that the mere incidental affecting of the transportation is not sufficient of itself to remove the utility from the juris-

diction of the municipal authorities. For instance, we have no doubt that until the state acts by general law the municipality may regulate the speed of cars within the corporate limits, such regulation being for the safety of the traffic on the streets, as well as for the safety of the passengers. The city may prevent the operation on the streets of cars in a condition calculated to injuriously affect the health, safety or welfare of the inhabitants of the city, as for example, cars loaded with explosives or carrying property which gives off offensive odors.

Considering the ordinance in question, we are of the opinion that the provisions prohibiting expectorating on the floor of cars and prohibiting dry sweeping or dusting of any car while it is on the street, are valid in the exercise of the police power of the city. The provisions relative to ventilation and cleaning may not be as free from doubt and may depend on the establishing of facts, concerning which we have not sufficient information to enable us to express a positive opinion.

If it can be established as a fact that a poorly ventilated car, or a car not cleaned as provided in the ordinance, is a nuisance or is detrimental to the general health of the community, as distinguished from the convenience of passengers, the city may properly prevent the use of such a car within the city limits. This last statement is applicable to a car which has not been fumigated.

For the reason that we doubt if the necessary facts can be established to meet the conditions referred to in the preceding paragraph, we are of the opinion that with the exception of the prohibitions against expectorating and dry sweeping or dusting, the attempted regulations are "in respect to the transportation of persons," and therefore exclusively within the jurisdiction of the Public Service Commission.

In our opinion the question concerning adequate heating of cars in cold weather is one entirely within the jurisdiction of the Public Service Commission and the city may not regulate in this respect.

Yours respectfully,

SCOTT Z. HENDERSON,
Assistant Attorney General.

HOURS STOCK MAY BE HELD IN CARS.

OLYMPIA, WN., May 15, 1916.

We have your letter of May 13, wherein you call our attention to the fact that on April 4 you addressed a letter to this office requesting information with reference to the present state law as to the number of hours stock can be held in cars without unloading for feed, water and rest. Under date of April 12 we wrote you as follows:

"You have requested advice from this office as to the present state law relative to the number of hours stock can be held in cars in this state without unloading for feed, water and rest. You also ask advice as to whether the state law is different from the Federal law in this respect.

Section 8717, Rem. & Bal. Code, provides in part as follows:

"Railroad companies in carrying or transporting animals shall not permit them to be confined in cars for a longer period than forty-eight consecutive hours without unloading them for rest, water and feeding for a period of at least two consecutive hours, unless prevented from so unloading them by unavoidable accident."

"This section of the statute is still in effect and is the law of this state. You are therefore advised that when animals are shipped from one point within the State of Washington to another point within this

state, that is to say, when shipment is entirely intrastate, the provisions of Section 8717, *supra*, are controlling.

"The Federal statute relating to the same subject provides that cattle, sheep, swine or other animals shall not be confined in the same cars for a longer period than twenty-eight consecutive hours without unloading the same for rest, water and feed for a period of at least five consecutive hours. An owner is permitted to extend the time from twenty-eight to thirty-six hours upon written request made at the time the bill of lading is made out, such request to be in a separate document."

Yours respectfully,
SCOTT Z. HENDERSON,
Assistant Attorney General.

JURISDICTION OVER RATES OF COUNTY OWNED FERRIES.

OLYMPIA, WN., June 16, 1916.

We have your request for an opinion from this office as to the jurisdiction of your Commission to establish rates for ferries owned by counties.

In an opinion given to your Commission by the attorney general under dates of January 31, 1912 (*Opinions Attorney General, 1911-1912*, p. 198), you were advised that the Commission had no authority to prescribe rates for ferries operated by counties, and that the Public Service Commission had no jurisdiction over ferries operated by counties.

Yours respectfully,
SCOTT Z. HENDERSON,
Assistant Attorney General.

PROPERTY OF SURETIES ON WAREHOUSE BONDS MUST BE WITHIN THIS STATE.

OLYMPIA, WN., June 16, 1916.

We are in receipt of a copy of a letter from your chief grain inspector, containing the following question:

"Will you please advise us whether it is necessary for personal sureties to qualify in double the amount of the bond, such amount to be covered by separate property situate within the State of Washington, or whether if we have a personal surety whose property is in Oregon, we can so state. This question has arisen in connection with the forms which you have sent us covering warehouse bond No. 474 Lind and No. 657 Odessa."

Full instructions as to the requirements of the Commission are contained on the back of the form of the bond, and a form for justification for sureties is also on the back of the bond. This form requires the sureties to justify in double the amount of the bond, and the property upon which such justification is based must be situated within State of Washington as appears in such justification.

Yours respectfully,
SCOTT Z. HENDERSON,
Assistant Attorney General.

DISCRETION OF COMMISSION AS TO PERMITTING PUBLIC
EXAMINATION OF CERTAIN RECORDS.

OLYMPIA, WN., July 29, 1916.

I am in receipt of your letter of the 28th inst., in which you ask whether the Commission should permit the testimony taken by it in the investigation of the wreck caused by the snow slide at Corea in January last to be read by or the testimony transcribed to be sent out to a private individual before or after the Commission has rendered its decision fixing the responsibility of the wreck.

There is no provision of law prohibiting the Commission from permitting the examination of its files by a private individual or the making of transcripts thereof for such individuals, and in the absence of a statute, even though such records be not public records, the matter is one in the discretion of the Commission.

Yours respectfully,

W. V. TANNER,
Attorney General.

SEPARATE LICENSES FOR GRAIN WAREHOUSES.

OLYMPIA, WN., August 16, 1916.

We have a request from your department asking this office to advise you if you can issue one license to cover several associated warehouses; you also ask if you must issue a separate license to each warehouse so associated.

Section 18 of Chapter 91, Laws of 1911, provides:

"Any person, firm, company, corporation or association of persons owning or operating any public or terminal warehouse or warehouses in this state, shall on or before June 30th of each year, procure from the Commission, a license for each such warehouse so owned or operated for the ensuing year before transacting business at such public warehouse or warehouses. Such license shall be posted in a conspicuous place in the office of each warehouse. The fee for such license shall be one dollar for each public warehouse and the Commission may revoke any such license for cause, upon notice and hearing. Any person, corporation or association operating any public or terminal warehouse in this state without a license shall forfeit to the state for each day's operation fifty dollars, and such operation may be enjoined upon complaint of the Commission."

In our opinion the provisions of the above section are plain and require a separate license for each warehouse. We find nothing in the statute authorizing your Commission to issue one license to cover several warehouses.

Yours respectfully,

SCOTT Z. HENDERSON,
Assistant Attorney General.

RELEASE OF SURETIES ON BONDS.

OLYMPIA, WN., August 16, 1916.

You have asked this office to advise you whether or not sureties upon warehousemen bonds can be released in the manner provided for the release of sureties upon official bonds. You further ask "if this Commission should take a new bond we would like to know whether it could be so drawn as to relate back and cover the time from the date of the license."

Section 8336, Rem. & Bal. Code, provides:

"Any surety on the official bond of any state, county, or city officer, or on the official bond of any executor or administrator, or on the bond or undertaking of any person where by law a bond or undertaking is required, may be released from all liability thereon accruing from and after proper proceedings had therefor, as provided in this chapter."

We are of the opinion that under the provisions of the above quoted section, sureties upon warehousemen bonds may be released in the manner provided in Sections 8337 to and including 8340, Rem. & Bal. Code.

You are advised, however, that the sureties would be liable for defalcation occurring at any time prior to the date of release.

Answering your second inquiry, we are of the opinion that there is nothing which will prevent sureties from contracting to be liable for defalcations of a principal occurring prior to the date of the bond. However, the execution of the latter bond would not release from liability the sureties on the original bond.

You are further advised that the original bond should not be surrendered.

Yours respectfully,
SCOTT Z. HENDERSON,
Assistant Attorney General.

WAREHOUSE BOND AND LICENSE.

OLYMPIA, WN., August 24, 1916.

We acknowledge receipt of your communication concerning one bond and one license for warehouse operated by one concern at one station.

We have heretofore called your attention to the fact that Section 18 of Chapter 91 of the Laws of 1911 provides that a license shall be procured "for each such warehouse." The same section provides that the license shall be posted in a conspicuous place in the office of each warehouse.

Section 19 of Chapter 91, *supra*, provides that the warehouseman shall annually "during the first week in July, publish by posting in a conspicuous place in his warehouse a schedule of storage rates for the ensuing year * * *"

We have no reason to change our former opinion. The question of what may constitute one warehouse is a question of fact which we are not called upon to determine.

Yours respectfully,
SCOTT Z. HENDERSON,
Assistant Attorney General.

FENCING RIGHT OF WAY OF LOGGING ROAD.

OLYMPIA, WN., September 15, 1916.

We have your letter in which you request the opinion of this office upon the following question:

"Is it the duty of a logging road to fence its right of way and if it is the duty of the logging road to fence its right of way, has the Commission any power to compel it to do so, or the right to call upon you to have the law enforced?"

The ultimate answer to your question depends upon the ascertainment of facts; namely, is the logging road a common carrier? If the

logging road referred to is a private road, your Commission would have no jurisdiction in the matter. On the other hand, if the logging road is a common carrier, as provided in Sections 7106 to 7109, Rem. & Bal. Code, inclusive, the answer to your question is found in an opinion from this office, under date of July 16, 1912, a copy of which is herewith enclosed.

Yours respectfully,
SCOTT Z. HENDERSON,
Assistant Attorney General.

AUTHORITY OF COMMISSION TO REQUIRE RAILROAD COMPANY TO CHANGE NAME OF STATION.

OLYMPIA, WN., October 11, 1916.

I am in receipt of your letter of the 4th inst. in which you state that the residents of Monse post office have complained that the railroad station at that place has been named by the Great Northern Railroad Company as Swansea; and that because of the fact that there is another station named Swansea on that company's lines, there results a serious confusion in the shipment of freight. You ask whether the Commission has power to compel the railroad company to change the name of its station on a proper showing that the duplication of names results in loss or damage to shippers.

In our opinion the Public Service Commission Law confers jurisdiction upon the Commission to order a railroad company to change the name of one of its stations on a proper showing of the necessity therefor. However, I call your attention to the decision of the supreme court in *State ex rel. Spokane etc. Railway Company v. Railroad Commission*, 69 Wash. 523. In that case it was held that the name of a station was not subject to interference by the Commission "except it be in cases where a name so chosen and used (by the company) materially detracts from the efficiency of the service which the railway company is required to furnish to the public." And further, "we think the naming of the station by the railway company could not be interfered with by the Commission unless there was shown a public necessity demanding a different name or a different designation than that adopted by the railway company."

In view of the decision of the supreme court above referred to, it is apparent that a considerable showing of damage and inconvenience must be made before the company may be ordered to change the name of a station.

Yours respectfully,
W. V. TANNER,
Attorney General.

REDUCED RATES TO CHURCHES.

OLYMPIA, WN., November 24, 1916.

You have asked whether an electric company may lawfully grant churches free or reduced rates for lighting.

The restrictions against electrical companies furnishing service at less than their schedule rates are contained in Section 29, Chapter 117, Laws 1911 (Rem. Code, Sec. 8626), which, in so far as material here, reads as follows:

"No gas company, electrical company or water company shall charge, demand, collect or receive a greater or less or different compensation for any

service rendered or to be rendered than the rates and charges applicable to such service as specified in its schedule filed and in effect at the time, nor shall any such company directly or indirectly refund or remit in any manner or by any device any portion of the rates or charges so specified, or furnish its product at free or reduced rates except to its employees and their families, and its officers, attorneys, and agents; to hospitals, charitable and eleemosynary institutions and persons engaged in charitable and eleemosynary work; * * *

Churches are not specified as one of the excepted classes to which reduced rates may be granted, and if authority to grant them such rates exists, it must be by reason of the fact that they are "charitable or eleemosynary institutions" which are excepted.

The most widely accepted definition of a charity is that of Justice Gray in *Jackson v. Phillips*, 14 Allen (Mass.) 556:

"A charity, in a legal sense, may be more fully defined as a gift, to be applied consistently with existing laws, for the benefit of an indefinite number of persons, either by bringing their minds or hearts under the influence of education or religion, by relieving their bodies from disease, suffering or constraint, by assisting them to establish themselves in life, or by erecting or maintaining public buildings or works or otherwise lessening the burdens of government."

Any institution organized for the purpose of charity, as defined by Justice Gray, would be a charitable institution. In holding that a church was such an institution, the court, in *De Camp v. Dobbins*, 29 N. J. Eq. 36, says:

"The church is an organization all of whose objects are within Mr. Justice Gray's definition of charity, in a legal sense. He defines it to be 'a gift to be applied consistently with existing laws for the benefit of an indefinite number of persons, either by bringing their hearts under the influence of education and religion, by relieving their bodies from disease, suffering or constraint, by assisting them to establish themselves for life or by erecting and maintaining public buildings or works, or otherwise lessening the burdens of government.' * * * A religious purpose is a charitable purpose. *Baker v. Sutton*, 1 Keen 224. And a general purpose of promoting Christian knowledge is a good charitable purpose. *Att'y-Gen. v. Stepney*, 10 Ves. 22."

While this opinion, as well as that of Justice Gray in *Jackson v. Phillips*, *supra*, was given in the interpretation of a statute relating to gifts to churches, we see no reason for a different interpretation of the term when used in a public utility statute. Statutes similar to Section 29 do not seem to have been construed by any court, but the Public Utilities Commission of Maine has held that churches are "charitable and benevolent" institutions within the meaning of the term as used in the utilities act of that state. *In re Rumford Falls Light & Water Co.*, Public Utilities Reports, 1915 A. 616. We are of the opinion that they are charitable institutions within the meaning of that term as used in Section 29, *supra*.

In direct answer to your question you are advised that electrical companies may lawfully grant reduced rates to churches for lighting service.

Yours respectfully,
W. V. TANNER,
Attorney General.

STATUS OF CASES IN COURTS.

IN THE UNITED STATES DISTRICT COURT, WESTERN DISTRICT OF WASHINGTON.

The Pacific Telephone & Telegraph Company v. Skagit River Telephone and Telegraph Company, Public Service Commission et al. No. 744. Action to enjoin enforcement of order requiring physical connection. Order was sustained in action in state court brought to enforce order. (Pending from 1915.) Pending in Federal court.

Puget Sound Traction, Light & Power Company v. Public Service Commission and W. V. Tanner. No. 1372. Application for injunction restraining the enforcement of an order of the Commission requiring through service on that portion of the company's lines known as the Ballard Beach line, the operation of cars on the Alki Point and Fauntelroy Park lines through the city of Seattle, and that sufficient cars be furnished on Alki Point and Fauntelroy Park lines to furnish seats for substantially all persons using same. Enforcement of provision relative to seats enjoined, in other respects injunction denied. (Pending from 1915.) Pending on appeal to United States Supreme Court on order denying temporary injunction. Pending in district court for hearing on the merits.

IN THE UNITED STATES DISTRICT COURT, EASTERN DISTRICT OF WASHINGTON.

Consumers Ditch Company v. Charles A. Reynolds, et al. No. 508. In Equity. No. 1847. To set aside certain orders of the Commission fixing the valuation of the company's property and the water rates and maintenance charges based thereon, and to restrain the Commission from enforcing said orders, etc. Pending.

IN THE SUPREME COURT.

State ex rel. Public Service Commission v. Skagit River Telephone Company, et al. No. 751. To enforce order of Commission requiring physical connection of telephone lines. Appeal by Commission from judgment of dismissal entered in superior court of Thurston county. (Pending from 1915.) Judgment affirmed. Petition for rehearing granted. Reargued before supreme court and judgment rendered reversing judgment of superior court and affirming order of Commission.

State ex rel. Public Service Commission v. Spokane & Inland Empire Railroad Company. No. 896. Appeal from judgment of superior court of Spokane county granting writ of mandamus to compel defendant to file with the Commission a schedule of rates for furnishing

and selling of electric power for commercial purposes. (Pending from 1915.) Lower court reversed. Pending on petition for rehearing.

Raymond Lumber Company v. Raymond Light & Water Company and Raymond Water Company; Public Service Commission, Intervener. No. 1490. Judgment of superior court of King county in favor of plaintiff, setting aside order of Commission demanding termination of discriminating contract, reversed by supreme court and case dismissed. (Pending from 1915.) Pending on appeal to United States Supreme Court.

State ex rel. Chicago, Milwaukee & St. Paul Railway Company v. Public Service Commission, et al., Schlaefel. Superior court Thurston county No. 5890. No. 1522. To review order of Commission requiring certain demurrage charges to be refunded to Schlaefel. (Pending from 1915.) Order of Commission sustained by superior court. Case appealed to supreme court. Submitted.

State ex rel. Puget Sound & Willapa Harbor Railway Company v. Northern Pacific Railway Company and Public Service Commission. Superior court of Lewis county No. 6428. No. 1721. To review order of Commission with reference to Milwaukee crossings, providing that relator should pay entire cost of interlocking device used. Order sustained. Appealed to supreme court and submitted.

Puget Sound Traction, Light & Power Company v. Public Service Commission. Superior court of Thurston county No. 6181. No. 1728. To review order of Public Service Commission in case of R. Cooper Willis and Washington Park Improvement Club, No. 1627. Order of Commission sustained. Pending on appeal to supreme court.

State ex rel. Northern Pacific Railway Company, Oregon-Washington Railway & Navigation Company and Camas Prairie Railroad Company v. Public Service Commission. Superior court Thurston county No. 6206. No. 1738. To review order of Commission relative to milling in transit rate charged at Prosser. Findings and order of Commission affirmed. Pending on appeal to supreme court.

State ex rel. Puget Sound Traction, Light & Power Company v. Public Service Commission, et al. No. 708. Appeal from judgment of Thurston county superior court, reversing order of Commission requiring company to sell four-cent street car tickets on its cars and at sub-stations. (Pending from 1915.) Pending on appeal.

IN THE SUPERIOR COURTS OF WASHINGTON.

State ex rel. Everett Railway, Light & Water Company and Puget Sound International Railway & Power Company v. Public Service Commission, et al. Superior court of Whatcom county, No. —. No. 371. Writ of review of Commission's findings sued out and return made. (Pending from 1915.) Pending.

State ex rel. Spokane Falls Gas Light Company and Spokane Gas & Fuel Company v. Public Service Commission. Superior court of Spokane county No. ——. No. 569. To review order and findings of Commission. (Pending from 1915.) Indefinitely postponed.

State ex rel. Malaga Land Company v. Public Service Commission. Superior court of Thurston county No. 5570. No. 962. Appeal from order requiring the relator to do certain things in connection with its irrigation system. (Pending from 1915.) Pending.

State ex rel. Pacific Power & Light Company v. Public Service Commission. Supreme court Yakima county No. 9818. No. 1262. To review order of Commission determining the valuation of the Pacific Power & Light Company. (Pending from 1915.) Pending.

State ex rel. Willis & Washington Park Improvement Club v. Public Service Commission and Puget Sound Traction, Light & Power Company. Superior court Thurston county No. 5706. No. 1203. To review order of Commission. (Pending from 1915.) Dismissed by agreement and rehearing granted by Commission. Order entered directing operating through cars from 23d avenue down Madison street. Reviewed in superior court of Thurston county. Commission sustained. Pending on appeal to supreme court.

State ex rel. Everett Gas Company v. Public Service Commission. Superior court Thurston county No. 5829. No. 1340. Application for suspension of order of Commission fixing rate to be charged by the company in the city of Snohomish. (Pending from 1915.) Reversed; no appeal.

State ex rel. Richmond Beach Telephone & Power Company v. Public Service Commission. Superior court of Thurston county No. ——. No. 1523. Review of order of Commission re-establishing rates. (Pending from 1915.) Pending.

Key City Light & Power Company v. Public Service Commission. Superior court of Jefferson county No. 2896. No. 1614. To review order of Commission fixing valuation. (Pending from 1915.) Pending on stipulation for change of venue to Thurston county.

State ex rel. Pacific Power & Light Company v. Public Service Commission. Superior court of Thurston county No. 6177. No. 1720. To review order of Commission relating to rates charged for power. Order remanded to Commission for further consideration by request of Commission.

State ex rel. Tanner, Attorney General, v. Liberty Bay Transportation Company. Superior court of Kitsap county No. ——. No. 1819. Prosecution for violation of tariffs filed with Commission, by providing free transportation. Penalty \$500. Pending.

Puget Sound International Railway & Power Company v. Public Service Commission. Superior court of Thurston county No. 6292. No. 1839. To review order of Commission reducing lighting rates of company. Tried and submitted. Remanded to Commission by request of Commission.

State ex rel. Consumers Ditch Company v. Public Service Commission. Superior court of Benton county No. 2181. No. 1848. To set aside certain orders of the Commission fixing the valuation of the company's property and water rates and maintenance charges based thereon, and to restrain the Commission from enforcing said orders, etc. Pending.

State ex rel. Consumers Ditch Company v. Public Service Commission. Superior court of Thurston county No. 6304. No. 1864. To set aside certain orders of the Commission fixing the valuation of the company's property and the water rates and maintenance charges based thereon, and to restrain the Commission from enforcing said orders, etc. Pending.

State ex rel. F. B. Hayford et ux. v. Public Service Commission. Superior court Spokane county No. 51432. No. 1867. To review order of Commission vacating certain grade crossings of the Great Northern Railway Company on the Euclid road. Judgment rendered for state.

State ex rel. Kingston Transportation Company v. Public Service Commission. Superior court Thurston county No. 6362. No. 1927. To review reasonableness and lawfulness of order of Commission. Dismissed.

State ex rel. Chicago, Milwaukee & St. Paul Railway Company, Northern Pacific Railway Company, Great Northern Railway Company, Oregon-Washington Railroad & Navigation Company and Spokane, Portland & Seattle Railway Company v. The Public Service Commission, ex rel. the Seattle Chamber of Commerce. Superior court of Thurston county No. 6066. No. 1616. To review order of Commission, discounting diverting charge. (Pending from 1915.) Order of Commission adjudged unreasonable and contrary to law, and case remanded to Commission for further consideration.

State ex rel. Spokane, Portland & Seattle Railway Company v. Public Service Commission, et al. Superior court Thurston county No. 6015. No. 1595. Review of order of Commission requiring railways to furnish compartments or drawing room Pullman cars upon payment of regular charge therefor and presentation of one adult ticket. (Pending from 1915.) Reversed.

PUBLIC SERVICE COMPANIES REPORTING TO COMMISSION.

Herewith are presented a list of all public service utilities operating in the State of Washington which have filed tariffs with the Commission:

GAS COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Auburn Gas Co.....	Auburn	Auburn
Central Washington Gas Co.....	Wenatchee	Wenatchee
Everett Gas Co.....	Everett, Monroe, Snohomish	Everett
Key City Light & Power Co.....	Port Townsend.....	Port Townsend
North Pacific Public Service Co....	Aberdeen, Centralia, Chehalis, Hoquiam....	Tacoma Bldg., Tacoma
Olympia Gas Co.....	Olympia	Olympia
Pacific Power & Light Co.....	Clarkston, North Yakima, Walla Walla, Vancouver...	Portland
Puget Sound Traction Light & Power Co.	Bellingham	Seattle
Seattle Lighting Co.....	Seattle	Seattle
Spokane Falls Gas Light Co.....	Spokane	Spokane
Tacoma Gas Co.....	Tacoma, Ruston, Puyallup	Tacoma

IRRIGATION COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Arcadia Orchards Co.....	Arcadia	Deer Park
Attalla Land Co.....	Attalla	Spokane
Bridgeport Water Co.....	Bridgeport	Bridgeport
Burbank Company	Burbank	Burbank
Clarkston Irrigation Co.....	Clarkston	Clarkston
Cloverland Co-Operative Water Co.	Cloverland	Cloverland
Consumers Ditch Co.....	Hanford	Hanford
Fruitland Irrigation Co.....	Kettle Falls.....	Kettle Falls
Horn Rapids Irrigation Co.....	Benton County..	Hoge Bldg., Seattle
Hudson Water Co.....	Bridgeport	Bridgeport
Icele Canal Co.....	Cashmere	Cashmere
Kettle Falls Canal & Land Co....	Kettle Falls.....	Kettle Falls
Kettle River Power & Irriga- tion Co.	Boys	Boys
Klone-Benton Land & Water Co....	Benton City	206-207 Arcade Annex, Seattle

NAME.	LOCATION.	BUSINESS ADDRESS.
Klona Development Co.....	Klona	...206-207 Arcade Annex, Seattle
Loon Lake Irrigation Co.....	Stevens County	.....Spokane
Newman Lake Canal Co.....	Spokane.....	Realty Bldg., Spokane
North Pacific Irrigation Co.....	Kennewick	.....Kennewick
Pasco Reclamation Co.....	Pasco	.....Pasco
Pleasant Valley Irrigation & Power Co.	Okanogan	.....Okanogan
Sequim Prairie Ditch Co.....	Sequim	.....Sequim
Snow Creek Water Co.....	Leavenworth	.....Leavenworth
Stratford Irrigation Co.....	Adrian, Soap Lake, /Stratford	.....Soap Lake
Touchet Irrigation & Improve- ment Co.	Touchet	.....Touchet
Walla Walla Irrigation Co.....	Walla Walla.....	Walla Walla
Washington Development Co.....	Palouse Falls.....	Palouse Falls
Wenatchee Canal Co.....	Wenatchee	.....Wenatchee
Wenatchee Park Land & Irriga- tion Co.	Wenatchee	.....Wenatchee
Whitestone Irrigation & Power Company	Loomis	.....Loomis
Yelm Irrigation Co.....	Yelm	.....Yelm

WATER COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Annapolis Water Co.....	Annapolis	.....Port Orchard
Attalia Land Co.....	Attalia	.....Spokane
Baker River Power, Light & Water Co.	Concrete	.....Concrete
Beaux Arts Society.....	Mercer Island	.....1024 Alaska Bldg., Seattle
Bisson & Hodder.....	South Prairie.....	South Prairie
Black Rock Power & Irrigation Company	Hanford	.....Hanford
Blaine Water Co.....	Blaine	.....Blaine
Bossburg Water System.....	Bossburg	.....Bossburg
Bridgeport Development Co.....	Bridgeport	.....Bridgeport
Burbank Company	Burbank	.....Burbank
Camas Water Co.....	Camas	.....Camas
Carson Water Co.....	Carson	.....Carson
Carter, L. B.....	Friday Harbor.....	Friday Harbor
Castle Rock Water Co.....	Castle Rock.....	Castle Rock
Chelan Electric Co.....	Chelan	.....Chelan
Chinook Water Works.....	Chinook	.....Chinook
City Water Works.....	Hatton	.....Hatton

NAME.	LOCATION.	BUSINESS ADDRESS.
City Water Works.....	Northport	Northport
Clarkston Irrigation Co.....	Clarkston	Clarkston
College Place Water Works.....	College Place.....	College Place
Cosmopolis Water Co.....	Cosmopolis	Cosmopolis
Coulee City Water Works.....	Coulee City	
	Spokane & Eastern Trust Co.	
	.....	Spokane
Country Homes Development Co...	Spokane	
	...Old Nat'l Bank Bldg.,	Spokane
Curlew Mining Co.....	Republic	Republic
Curlew Water Co.....	Curlew	Curlew
Durham Co., L. R.....	West Seattle..	R. F. D. No. 4, Seattle
Duvall Light & Water Co.....	Duvall	Duvall
East Spokane Water Co.....	Spokane..	28 So. Haven St., Spokane
Edmonds Spring Water Co.....	Edmonds	Edmonds
Ellensburg Gas & Water Co.....	Ellensburg	Ellensburg
Ellisport Water Co.....	Ellisport	Ellisport
Enumclaw Water & Light Co.....	Enumclaw	Enumclaw
Everson Water Works.....	Everson	Everson
Fairhaven City Water & Power		
Company	So. Bellingham.....	So. Bellingham
Florida Land Co.....	Beverly Park	Everett
Garrison-Fisher Co.	Bremerton,	
	Charleston...Colman Bulg.,	Seattle
Georgetown Water Co.....	Georgetown	
	.....310 Burke Bldg.,	Seattle
Gilman Water Co.....	Issaquah	Issaquah
Goldbar Light & Water Co.....	Goldbar	Goldbar
Gover, F. P.....	Ephrata	Ephrata
Harman, I. G.....	Orting	Orting
Holman, Fred V.....	North Beach	
	Chamber of Commerce Bldg.,	
	.....	Portland, Ore.
Home Water & Ice Co.....	Mount Vernon.....	Mount Vernon
Hoquiam Water Co.....	Hoquiam	Hoquiam
Hutchinson Irrigation & Land		
Company	Spokane..	224 Realty Bldg., Spokane
Ilwaco Water Works.....	Ilwaco	
	..1011 Yeon Bldg.,	Portland, Ore.
Index Water Co.....	Index.....	310 Alaska Bldg., Seattle
Ione Water & Light Co.....	Ione	Ione
Kapowsin Water System.....	Kapowsin	Kapowsin
Kelso Water Co.....	Kelso	Kelso
Kingston Power & Water Co.....	Kingston	Kingston
La Conner Water Co.....	La Conner.....	La Conner

NAME.	LOCATION.	BUSINESS ADDRESS.
La Crosse Water Works.....	La Crosse.....	La Crosse
Lake Forest Light, Water & Power Co.	Lake Forest Park	New York Blk., Seattle
Liberty Lake Company.....	Liberty Lake	Spokane
Little Falls Water Co.....	Vader	Vader
Lyle Company, The.....	Lyle	Lyle
Malden Water Works Co.....	Malden....	P. O. Box 1602, Spokane
Manette Water Works.....	Manette	Manette
Maple Co-Operative Water Co....	College Place.....	College Place
Marcus Light & Water Co.....	Marcus	Hillsboro, Ore.
Maury Water Works Co.....	Maury Island	Portage
Meerscheldt, A.	Mercer Island	324 Central Bldg., Seattle
Metaline Falls Light & Water Company	Metaline Falls.....	Metaline Falls
Monroe Water Co.....	Monroe...	511 Bailey Bldg., Seattle
Mountain Springs Water Co.....	Seaview	314 Chamber of Commerce, Portland, Ore.
Narrows Land Co.....	Regents Park	Tacoma
Neppel Townsite Co.....	Neppel	Neppel
Newport Water Co.....	Newport	Newport
North Bend Light, Heat, Water & Power Co.....	North Bend.....	North Bend
North Coast Power Co.....	Chehalls, Vancouver	Portland
North Pacific Public Service Co....	Port Angeles	Tacoma Bldg., Tacoma
Northern Pacific Irrigation Co....	Kennewick	Kennewick
Northwest Electric & Water Works	Tenino, South Bend, Montesano	Montesano
Old Town Water Works.....	Tacoma	Tacoma
Orchard Water Co.....	Kalama	Kalama
Orient Water & Electric Co.....	Orient	Orient
Orting Light & Water Co.....	Orting	Orting
Pacific Power & Light Co.....	Kennewick, Prosser, North Yakima, Pasco	Portland
Panhandle Investment Co.....	Usk	Usk
Pe Ell Water System.....	Pe Ell.....	Pe Ell
Peoples Water Co.....	Zillah	Zillah
Pincroft Orchard Co.....	Opportunity	Opportunity
Riverton Water Co.....	Riverton	Box 56, R. F. D. No. 5, Seattle
Robbins Water System.....	Riverton	Riverton
Rosalia Water Co.....	Rosalia	Rosalia

NAME.	LOCATION.	BUSINESS ADDRESS.
Rucker Bros., Inc.....	Marysville	Everett
Seacoma Beach Improvement Co...	Three Tree Point	
	.....	Alaska Bldg., Seattle
Slcade, Henry C.....	Auburn.....	R. F. D. No. 2, Tacoma
Skagit Improvement Co.....	Burlington, Sedro	
	Woolley	Sedro Woolley
Springdale Improvement Co.....	Springdale	Springdale
Springhill Water Co.....	Bothell	Bothell
Stanwood Water Co.....	Stanwood	Stanwood
Stevenson Water & Improvement		
Company	Stevenson	Stevenson
Sumas Water Co.....	Sumas	Sumas
Tacoma Land & Improvement Co..	Interlaaken	
	.....	104 So. 9th Ave., Tacoma
Tacoma Water Supply Co.....	Tacoma	Tacoma
Thomas & Colburn Water Co.....	White Salmon.....	White Salmon
Toledo Water Co.....	Toledo	Toledo
Tolt Water Works.....	Tolt	Tolt
Tumwater Power & Water Co.....	Tumwater	Tumwater
Washington Coast Utilities.....	Arlington	Arlington
Washington Power, Light &		
Water Co.	Anacortes	Anacortes
Washougal Water Co.....	Washougal	Washougal
Washtucna Water System.....	Washtucna	Washtucna
Weld, F. F.....	Rolling Bay	
	.....	1703 Hoge Bldg., Seattle
Western Springs Water Co.....	Stellacoom	Stellacoom
West Seattle Land & Improve-		
ment Co.	West Seattle..	881 Alki Ave., Seattle
White Salmon Water Co.....	White Salmon.....	White Salmon
Wilkeson Light & Water Co.....	Wilkeson	Wilkeson
Winlock Water Co.....	Winlock	Winlock
Withrow Improvement Co.....	Withrow	Withrow
Woodlawn Park Water Co.....	Spokane	Spokane

ELECTRIC COMPANIES.

NAME.	LOCATION.	BUSINESS ADDRESS.
Attalia Land Co.....	Attalia....	P. O. Box 2170, Spokane
Baker River Power, Light &		
Water Co.....	Concrete	Concrete
Black Rock Power & Irrigation		
Company	Hanford	Hanford
Burbank Company, The.....	Burbank	Burbank
Central Light & Mfg. Co.....	Pe Ell.....	Pe Ell
Chelan Electric Co.....	Chelan	Chelan
Cheney Light & Power Co.....	Cheney	Cheney

NAME.	LOCATION.	BUSINESS ADDRESS.
Chinook Light & Power Co.....	Chinook	Chinook
Duvall Light & Water Co.....	Duvall	Duvall
Edmonds Electric Light & Power Co.....	Edmonds	Edmonds
Enloe Electric Co.....	Fairfield, Malden, Medical Lake, Rosalia, Waverly....	Spokane
Everett Gas Co.....	Everett, Monroe, Snohomish	Everett
Everett Railway, Light & Water Co.	Everett	Everett
Goldbar Light & Water Co.....	Goldbar	Goldbar
Granite Falls Electric Co.....	Granite Falls.....	Granite Falls
Grant County Power Co.....	Wilson Creek.....	Wilson Creek
Grays Harbor Railway & Light Co.	Aberdeen, Cosmopolis, Hoquiam	Aberdeen
Greenacres Light & Power Co.....	Greenacres	Greenacres
Hunters Electrical Co.....	Hunters	Hunters
Idaho-Washington Light & Power Co.	Colton, Palouse, Farmington, Pullman, Garfield, Tekoa, Oakesdale, Unlontown	Spokane
Independent Electric Co.....	Castle Rock, Little Falls, Napavine, Vader, Toledo, Winlock, Woodland	Portland
Index-Galena Co.	Index	Index
Ione Water & Light Co.....	Ione.....	P. O. Box 2170, Spokane
Island Electric Works.....	Coupeville	Coupeville
Key City Light & Power Co.....	Port Townsend.....	Port Townsend
Kulzer Electric Light & Power System	Gray, Kulzer, Springdale, Valley	Valley
La Conner Electric Light Co.....	La Conner.....	La Conner
La Crosse Electric Light & Power Co.	La Crosse.....	La Crosse
Lewis County Light & Tel. Co.....	Morton	Morton
Lewiston-Clarkston Improvement Co.	Asotin, Clarkston, Lewiston	Clarkston
Little Spokane Light & Power Co.	Milan, Deer Park Chattaroy	Deer Park
Marcus Light & Water Co.....	Marcus	Hillsboro, Ore.

NAME.	LOCATION.	BUSINESS ADDRESS.
Metaline Falls Light & Water Co.	Metaline Falls.....	Metaline Falls
Neppel Townsite Co.....	Neppel	Neppel
Northern Clarke County Light & Power Co.	Yacolt	Yacolt
Northern Idaho & Montana Power Co., Ltd.	Newport.....	Sand Point, Idaho
North Coast Power Co.....	Adna, Bucoda, Centralia, Chehalis, Kalama, Kelso, Littell, Meskill, Tenino....	Portland
North Pacific Public Service Co....	Bremerton, Charleston, Manette, Port Orchard, Bainbridge Island Points.....	Tacoma Bldg., Tacoma
North Shore Light & Power Co....	Ilwaco, Long Beach.....	Ilwaco
Norwestern Electric Co.....	Camas, Washougal...	Portland, Ore.
Northwest Electric & Water Works	Elma, Montesano.....	Montesano
Northwestern Power & Mfg. Co....	Port Angeles.....	Port Angeles
Oakville Light & Power Co.....	Oakville	Oakville
Okanogan Valley Power Co.....	Brewster, Bridgeport, Mansfield, Okanogan, Omak, Oroville, Pateros, Riverside	Spokane
Olympia Light & Power Co.....	Olympia	Olympia
Pacific Northwest Traction Co....	Burlington, Hamilton, Lyman, Mount Vernon, Sedro Woolley	Bellingham
Pacific Power & Light Co.....	Benton City, Beverly, Centerville, Dayton, Dixie, Goldendale, Grand Dalles, Grandview, Granger, Huntsville, Husum, Kennewick, Klona, Mabton, Moxee, Naches, North Yakima, Pasco, Pomeroy, Wapato, Prescott, Prosser, Richland, Selah, Sunnyside, Toppenish, Waitsburg, Walla Walla, Wallula, White Bluffs, White Salmon, Zillah	Portland
Pehrson Bros. Mill Co.....	Ferndale	Ferndale
Portland Railway, Light & Power Co.....	Vancouver	Portland
Poulsbo Light & Power Co.....	Poulsbo	Poulsbo

NAME.	LOCATION.	BUSINESS ADDRESS.
Puget Sound Electric Co.....	Auburn, Kent	Seattle
Puget Sound Traction, Light & Power Co.	Alderton, Allentown, American Lake, Auburn, Bellevue, Bellingham, Bothell, Buckley, Burnett, Carbonado, Christopher, Dieringer, Duwamish, Earlington, Enumclaw, Everett, Fife, Foster, Geneva, Glacier, Hollywood, Houghton, Hunt's Point, Issaquah, Juanita, Kapowsin, Kirkland, Lake Forest Park, Lynden, Maple Falls, McMillan, Medina, North Bend, North Park, O'Brien, Orillia, Orting, Puyallup, Redmond, Renton, Richmond, Richmond Beach, Richmond Highlands, Riverton, Ronald, Ruston, Seattle, Snoqualmie, South Prairie, Sumner, Sunnydale, Tacoma, Thomas, Three Tree Point, Tolt, Wayne, Wilkeson, Willows	Seattle
Operating the following com- panies: Pacific Northwest Traction Co., Puget Sound Electric Co., Everett Railway, Light & Water Co., Tacoma Railway & Power Co.		
Rainier Heat & Power Co.....	Seattle...612 Central Bldg.,	Seattle
Republic Light & Power Co.....	Republic	Republic
Ridgefield Light & Power Co.....	Ridgefield	Ridgefield
Sequim Light & Power Co.....	Sequim	Sequim
Shelton Electric Co.....	Shelton	Shelton
Skamania Light & Power Co.....	Stevenson, Carson	Stevenson
Spokane County Electric Co.....	Rockford	Rockford
Stanwood Light & Power Co.....	Stanwood	Stanwood
Starbuck Electric Co.....	Starbuck	Starbuck
Stevens County Power & Light Co.	Colville	Colville
Sumas Electric Light Co.....	Sumas	Sumas
Tacoma Railway & Power Co.....	Tacoma, Ruston, Puyallup	Tacoma
Tonasket Flour Mills.....	Tonasket	Tonasket
Tumwater Light & Water Co.....	Leavenworth	Leavenworth
Twisp Light & Power Co.....	Twisp	Twisp
Vashon Light & Power Co.....	Ellisport ...1811 L. C. Smith Bldg.,	Seattle

NAME.	LOCATION.	BUSINESS ADDRESS.
Wahkiakum Light Co.....	Cathlamet	Cathlamet
Washington Coast Utilities.....	Arlington	Arlington
Washington Power, Light & Water Co.	Anacortes	Anacortes
Washington Water Power Co.....	Almira, Belmont, Colfax, Creston, Davenport, Diamond, Elberton, Endicott, Harrington, Hartline, Latah, Lind, Odessa, Reardan, Ritzville, Spangle, Spokane, Sprague, St. John, Wilbur	Spokane
Washtucna Electric Co.....	Washtucna	Washtucna
Wenatchee Valley Gas & Electric Co.	Cashmere, Dryden, Entiat, Monitor, Orondo, Waterville, Wenatchee	Wenatchee
Western Light & Power Co.....	Camas, Washougal.....	Washougal
Whidby Electric Co.....	Langley	Langley
Wilkeson Light & Water Co.....	Wilkeson	Wilkeson
Willapa Electric Co.....	Raymond, South Bend....	Raymond
Willapa Power Co.....	South Bend.....	South Bend
Willett Bros.	Addy	Colville

TELEPHONE COMPANIES.

NAME.	ADDRESS.
Angeles Telephone & Telegraph Co.....	Port Angeles
Asotin Telephone Co.	Asotin
Attalia Telephone Co.	Attalia
Benton Independent Telephone Co.....	Prosser
Blair Telephone Exchange of Toledo, The Geo. W.....	Toledo
Bluecreek Columbia Telephone Co.	Addy
Bluecreek Farmers Telephone Association.....	Chewelah
Brewster Telephone Exchange.....	Brewster
Bridgeport Telephone Exchange.....	Bridgeport
Butler, Audley	Ashford
Camas Telephone & Telegraph Co.....	Washougal
Camas Prairie Telephone Co.	Glenwood
Cascade Telephone Co.	North Bend
Cascade Telephone Co.	Roslyn
Castle Rock & St. Helens Telephone Co.....	Silver Lake
Cedar Canyon Telephone Co.	Turk
Cedarhome Telephone Co.	Stanwood
Centerville Telephone Co.	Centerville

NAME.	ADDRESS.
Chehalis Boisfort Telephone Co.	Curtis
Chelan Valley Telephone & Telegraph Co.....	Chelan
Chewelah Telephone Co.	Chewelah
Citizens Independent Telephone Co.	Port Townsend
Citizens Telephone Co.	Columbia Station, Seattle
Cloverland-Asotin Telephone Co.	Cloverland
Cohasset Beach Telephone Co.	Aberdeen
Columbia Telephone Co.	Alderdale
Connell-Kahlotus Telephone Co.	Connell
Connell Land & Improvement Co.	Connell
Cowiche Telephone Co.	Cowiche
Creston Telephone Co.	Creston
Davenport Independent Telephone Co.	Davenport
Dryad Home Telephone Co.	Dryad
East Okanogan Farmers Telephone Co.	Chesaw
Echo Valley & Colville Telephone Co.	Colville
Edmonds Independent Telephone Co.	Edmonds
Ellensburg Telephone Co.	Ellensburg
Elma Telephone Co.	Elma
Entiat Telephone & Telegraph Co.	Entiat
Fall City Telephone Co.	Fall City
Farm & City Telephone Co.	Davenport
Farmers Independent Telephone Co.	Waterville
Farmers Independent Telephone Association	Toledo
Farmers Mutual Telephone Co.	Lynden
Farmers Telephone Co. of Pe Ell	Pe Ell
Farmers Telephone Co.	Omak
Farmers Telephone & Telegraph Co.	Wenatchee
Florence-Ray Lumber, Land & Development Co.	Index
Furness, Amos	Bucoda
Granger Telephone & Telegraph Co.	Kelso
Grant County Telephone Co.	Quincy
Harman, I. G.	Orting
Harstine Telephone Co.	Arcadia
Hettrick, J.	Yelm
Hicksville-Wheeler Telephone Co.	Wheeler
Home Telephone Co.	Castle Rock
Home Telephone Co.	Silver Creek
Home Telephone Co.	Spokane
Hotes, Fred J.	Alder
Ilwaco Telephone & Telegraph Co.	Ilwaco
Inland Co-Operative Association	Pullman
Inter-Farmers Telephone Co.	Leland
Inter-Island Telephone Co.....	Friday Harbor
International Telephone Co.	Bellingham
Interstate Utilities Co.	Spokane

NAME.	ADDRESS.
Island Empire Telephone & Telegraph Co.	Tacoma
Kalama Local Telephone Exchange	Kalama
Kapowsin Telephone Co.	Kapowsin
Keller & San Poil Telephone & Telegraph Co.....	Keller
Kennewick Valley Telephone Co.	Kennewick
Kettle Falls & Daisy Telephone Co.	Kettle Falls
Krupp Telephone Co.	Krupp
Lacey-Chambers Prairie Mutual Telephone Co., R. F. D. No. 2, Olympia	
La Crosse Telephone Co., Ltd.	La Crosse
Lake Washington Telephone Co.	Kirkland
Lewis County Light & Telephone Co.	Morton
Lewis River Independent Telephone Co.	Woodland
Liberty Lake Telephone Co.	Liberty Lake
Little Kentucky Rural Telephone Co.	Toledo
Lyle Telephone Co.	Lyle
Maple Falls Telephone Co.	Maple Falls
Marcus & Kettle Valley Telephone Co.	Marcus
Maryhill Improvement Co.	Maryhill
Mashell Telephone Co.	Eatonville
McCleary Timber Co., Henry	McCleary
McCoy, L. B.	Port Gamble
Medical Lake Telephone Co.	Medical Lake
Minnehaha Co-Operative Telephone Co.	Vancouver
Montesano Telephone Co.	Montesano
Mountain Line Co.	Cape Horn
Mutual Telephone Co.	Mesa
Naches Telephone Co.	Naches
Nagel Telephone System	Neppel
Nasel Farmers Telephone Co.	Nasel
Nile Telephone Co.	Nile
North Basin Telephone Co.	Orin
Northeastern Telephone Co.	Pomona
Northport Deep Creek Telephone Co.	Cummins
North River Telephone Co.	Cosmopolis
North Shore Telephone Co.	Knappton
Northwestern Long Distance Telephone Co.	Portland
Oakesdale Telephone Exchange	Oakesdale
Okanogan Telephone & Telegraph Co.	Okanogan
Olalla Telephone Co.	Olalla
Orchards Telephone Co.	Vancouver
Oregon-Washington Telephone Co.	Hood River, Ore.
Outlook Telephone Co.	Outlook
Pacific Telephone & Telegraph Co.	Seattle
Peninsula Telephone Co.	Clallam Bay
Peoples Co-Operative Telephone Co.	Gate
Peoples Telephone & Power Co.	Tonasket

NAME.	ADDRESS.
Porter Independent Telephone Co.	Porter
Poulsbo Rural Telephone Co.	Poulsbo
Prescott Telephone & Telegraph Co.	Prescott
Puget Sound Telephone Co.	Everett
Puyallup Valley Home Telephone Co.	Puyallup
Quincy Telephone Co.	Quincy
Richland Telephone Co.	Richland
Richmond Beach Telephone & Power Co.	Richmond Beach
Ridgefield, Sara & Vancouver Farmers Tel. Co.	Ridgefield
Rosalia Telephone Co.	Rosalia
Sea Beach Packing Works	Aberdeen
Selah Telephone Co.	Selah
Skagit River Telephone & Telegraph Co.	Concrete
Skagit Valley Telephone Co.	La Conner
Skamania Co-Operative Telephone Association	Stevenson
Sound Telephone & Telegraph Co.	Lake Bay
Southwest Washington Telephone Co.	Yacolt
Spangle Telephone Co.	Spangle
Stemilthill Telephone Co.	Wenatchee
St. John Co-Operative Telephone & Telegraph Co.	St. John
Summit Valley Telephone Co.	Addy
Sunnydale Telephone Co.	R. F. D. No. 3, Seattle
Sunnyside Telephone Co.	Sunnyside
Tampico Telephone Co.	North Yakima
Tekoa Telephone Exchange	Tekoa
Tenino Telephone Exchange	Tenino
Tieton Telephone Co.	North Yakima
Touchet Central Telephone Co.	Touchet
Tualco Telephone Co.	Monroe
Tumwater Light & Water Co.	Leavenworth
Underwood Telephone Co.	Underwood
Uniontown Telephone Co.	Uniontown
Valley Telephone Co.	Valley
Valley Telephone Co.	Goldbar
Washington Northern Telephone & Telegraph Co.	Republic
Washougal Home Telephone Co.	Washougal
Washtucna Highline Telephone Co.	Ritzville
Waverly Telephone Co.	Waverly
Wenas Telephone Co.	Selah
West Crescent Farmers Co-Operative Tel. Co.	Reardan
West Farmers Telephone Line	Lind
West Side Telephone Co.	Twisp
Wetterer, A. C.	Marcus
Wheat Ridge Telephone Co.	Wilbur
Whidby Telephone Co.	Langley
White Bluffs & Columbia River Telephone Co.	White Bluffs

NAME.	ADDRESS.
Willapa Valley Telephone Co.	Willapa
Winesap Telephone Co.	Winesap
Winlock Home Telephone Co.	Winlock
Winona Telephone Co.	Winona
Woodhouse Telephone Co.	North Yakima
Yakima Valley Telephone Co.	Sunnyside

DOCKS AND WHARFS.

NAME OF DOCK.	COMPANY.
ABERDEEN:	
Aberdeen Dock & Warehouse.....	T. B. Darragh & Co.
Harbor Dock.....	Harbor Dock Co.
ANACORTES:	
Anacortes Lumber & Box Co. Dock..	Anacortes Lumber & Box Co.
City Float (Municipal).....	City of Anacortes
Coast Fish Co. Dock.....	Coast Fish Co.
Commercial Avenue Wharf.....	Island Belt Steamship Co.
Curtis Wharf	Curtis Wharf Co., Inc.
Fidalgo Lumber & Box Co. Dock.....	Fidalgo Lumber & Box Co.
Pacific American Fisheries Dock.....	Pac. Amer. Fish Cannery Co.
ARGYLE:	
Argyle Public Wharf.....	J. O. Bergman
BANGOR:	
Bangor Dock.....	Bangor Dock Co.
BELLINGHAM:	
South Bellingham Dock.....	Bellingham Warehouse Co.
Citizens Dock.....	Citizens Dock Co.
Quackenbush Dock.....	Quackenbush, L. B.
Sehome Wharf	Bellingham & Northern Railway Co.
BLAINE:	
Blaine City Wharf	City of Blaine
Cherry St. Wharf	Blaine Cannery Co., Inc.
BREMERTON:	
Bremerton Municipal Dock.....	City of Bremerton
Hefner's Dock	Hefner, Martin
CAMANO:	
Camano Wharf.....	Porter Garrison
CHARLESTON:	
City Wharf	City of Charleston
CHICO:	
Chico Dock	Chico Dock Co.
CLALLAM BAY:	
Clallam Bay Dock.....	A. Fairservice & Co.

NAME OF DOCK.	COMPANY.
CLINTON:	
Clinton Dock.....	Salisbury Bros., Inc.
COLBY:	
Colby Wharf	M. W. Meeks, Owner
COUPEVILLE:	
Coupeville Wharf	Coupeville Wharf Co.
DEER HARBOR:	
Deer Harbor Dock	Daniel Murray, Owner
DOE BAY:	
Doe Bay Dock.....	W. Townesnd, Secy.
DOLPHIN:	
Community Wharf.....	J. D. Moore, Wharfinger
DUNGENESS:	
Dungeness Wharf.....	C. F. Seal, Mgr.
EAST SOUND:	
East Sound Dock.....	East Sound Mercantile Co.
EDMONDS:	
City Dock.....	City of Edmonds
EGLON:	
Eglon Dock.....	Eglon Dock Co.
ELWOOD:	
Elwood Wharf.....	Edward Drake, Owner
EVERETT:	
City Dock.....	City Dock Co.
Everett Dock	Everett Dock & Warehouse Company
FAIRMONT:	
Fairmont Dock.....	Fairmont Wharf Co.
FAIRVIEW:	
Fairview Dock.....	Fairview Dock & Imp. Ass'n.
FRAGARIA:	
Fragaria Dock.....	Fragaria Dock & Warehouse Company
FRIDAY HARBOR:	
Carter's Dock.....	L. B. Carter, Owner
City Dock	San Jaun Agricultural Co.
GLENDALE:	
Glendale Dock.....	Glendale Improvement Co.
GREENBACK:	
Greenback Wharf.....	The Greenback Co.
HOQUIAM:	
Elghth St. Dock	Soule Tug & Barge Co.

NAME OF DOCK.	COMPANY.
KINGSTON:	
Kingston Dock.....	Kingston Wharf Co., Inc.
Newellhurst Wharf	Rose Mae Newell, Owner
LA CONNER:	
La Conner Dock.....	C. M. Peck, Owner
LANGLEY:	
Brown's Point Wharf.....	Jos. F. Brown, Owner
Langley Wharf.....	C. C. Lynch, Mgr.
LOPEZ:	
Lopez Dock	Van Bougart & Johnson, Owners
MANCHESTER:	
Manchester Wharf.....	Manchester Improvement Co.
MANETTE:	
Manette Wharf	Manette Improvement Ass'n
MANITOU BEACH:	
Manitou Beach Dock.....	Manitou Beach Wharf Club
MANZANITA:	
Manzanita Wharf	David Hake, Owner
MARYSVILLE:	
Municipal Dock	City of Marysville
MAXWELTON:	
Maxwelton Wharf.....	Mackie Bros.
MOUNT VERNON:	
City Dock.....	Skagit River Nav. & Trading Co.
NEAH BAY:	
Neah Bay Dock.....	Neah Bay Dock Co.
NELLITA:	
Nellita Wharf.....	Brueger & Brueger
NORTHILLA BEACH:	
Northilla Beach Dock.....	Norton & Co.
OAK HARBOR:	
Maylor Bros. Wharf.....	J. R. Maylor, Owner
Poinell Point Dock.....	E. B. Stewart, Mgr.
OLALLA:	
Olalla Dock.....	Olalla Wharf Ass'n.
OLYMPIA:	
Percival's Dock.....	J. C. Percival, Mgr.
ORCAS:	
Orcas Dock.....	W. E. Sutherland, Mgr.
PLEASANT BEACH:	
Pleasant Beach Dock.....	A. F. Nichols, Inc.

NAME OF DOCK.	COMPANY.
PORT ANGELES:	
Peoples Wharf.....	Peoples Wharf Co.
Pier No. 1.....	J. O. Morse, Owner
Port Angeles City Dock.....	Port Angeles City Dock Co.
PORT DISCOVERY:	
Gardiner Dock.....	Gardiner Timber & Land Co.
PORT GAMBLE:	
Port Gamble Dock.....	Puget Mill Co.
PORT LUDLOW:	
Port Ludlow Dock.....	Puget Mill Co.
PORT MADISON:	
Port Madison Dock.....	Kitsap County Transportation Co.
PORT ORCHARD:	
Central Dock.....	N. G. Rose, Mgr.
Port Orchard Wharf.....	Wm. Peterson, Mgr.
Veterans' Home.....	W. H. Wiscombe, Supt.
PORT STANLEY:	
Port Stanley Dock.....	Moulton & Browne
PORT TOWNSEND:	
Hillside Wharf.....	Hillside Dock Co.
Standard Oil Co's. Dock.....	Standard Oil Co.
Tyler St. Dock.....	Tyler St. Dock Co.
Union Wharf.....	Union Dock Co.
PORT WILLIAMS:	
Port Williams Dock.....	H. J. Bugge, Owner
POULSBO:	
Municipal Dock.....	City of Poulsbo
QUILCENE:	
Seaton Dock.....	John Seaton, Owner
RICHARDSON:	
Richardson Wharf	Hodgson-Graham Co.
Richardson Wharf	Salmon Bank Canning Co.
ROCHE HARBOR:	
Roche Harbor Dock.....	Tacoma & Roche Harbor Lime Co.
SAN DE FUCA:	
San De Fuca Dock.....	John Armstrong, Mgr.
SEABECK:	
Seabeck Dock.....	A. L. Hotchkiss, Whfgr.
SEATTLE:	
Albers Dock	Albers Bros. Milling Co.
Bell St. Wharf.....	Port Commission
Coleman Dock.....	Coleman Dock Co.
G. T. P. Dock.....	Grand Trunk Pacific Dock Co.

NAME OF DOCK.	COMPANY.
SEATTLE—Continued:	
Hanford St. Wharf	Port Commission
Harbor Island Dock.....	Harbor Island Dock & Whse. Co.
Lander St. Wharf	Port Commission
Lilly's Dock.....	C. H. Lilly Co.
Pan-American Dock.....	Pan-American Dock & Whse. Co.
Salmon Bay Wharf.....	Port Commission
Smith's Cove Oil Dock.....	Jas. Griffiths & Sons
Smith's Cove Terminal.....	Port Commission
Stacy St. Dock.....	Port Commission
Whatcom Ave. Wharf.....	Port Commission
Youngstown Dock.....	Drummond Lighterage Co.
Pier 1	C. P. Ry; N. P. Ry.
Pier 2	Alaska S. S. Co.; N. P. Ry.
Pier 3	Galbraith Dock Co.
Pier 4	Dodwell & Co.
Pier 5	Arlington Dock Co.
Pier 6	C. M. & St. P. Ry.
Pier 7	Schwabacker Dock & Whse. Co.
Pier 8	Pacific Net & Twine Co.
Pier 9	Virginia St. Dock & Warehouse Co.
Pier 10	Virginia St. Dock & Warehouse Co.
Pier 12	Wall St. Dock Co.
Pier 14	Dodwell & Co.
Pier A	Washington St. Dock & Whse. Co.
Pier B	Pacific S. S. Co.
Pier C	Eyers Storage & Whse. Co.
Pier D	Pacific Steamship Co.
SHAW ISLAND:	
Shaw Island Wharf.....	Del Hoffman, Owner
SHELTON:	
Shelton Dock.....	Shelton Transportation Co.
SILVERDALE:	
Silverdale Dock.....	Matt Thuesen, Agent
STANWOOD:	
Stanwood Dock.....	Skagit River Nav. & Trdg. Co.
STEVENSON:	
Stevenson Wharf.....	Stevenson Wharf Co.
TACOMA:	
Commercial Dock.....	Commercial Dock Co.
Eureka Dock.....	Eureka Dock Co.
Municipal Dock	City of Tacoma
Point Defiance Park Dock.....	Metropolitan Park Dist. of Tacoma
TRACYTON:	
Tracyton Dock.....	Tracyton Dock Association

NAME OF DOCK.	COMPANY.
UNION CITY:	
Union City Dock.....	Union City Dock Co.
WEST SOUND:	
West Sound Dock.....	West Sound Trdg. & Trans. Co.
WHITE SALMON:	
White Salmon.....	White Salmon Wharf Co.
WINSLOW:	
Winslow Dock.....	Winslow Grange & Imp. Co.

RAILROADS (Steam).

NAME OF COMPANY.	PRINCIPAL OFFICE IN STATE.
Bellingham & Northern Ry.....	See C. M. & St. P. Ry. Co.
Blakely Railroad Co.....	Seattle
Blumauer Logging Co.....	Tenino
Camas Prairie Railroad Co.....	See O.-W. R. & N. Co.
Canadian Pacific Railway	Seattle
Centralia Eastern Railway.....	Tacoma
Cherry Valley Railway Co.....	Everett
Chicago, Milwaukee & St. Paul Ry. Co.....	Seattle
Clear Lake Logging Co.....	Clear Lake
Elk Creek & Grays Harbor Railway.....	Doty
Great Northern Railway Co.....	Seattle
Hall & Hall Railway.....	Stanwood
Hartford Eastern Railway.....	Everett
Idaho & Washington Northern R. R. Co.....	See C. M. & St. P. Ry. Co.
Klickitat Northern Railroad Co.....	Klickitat
Little River Ry. & Logging Co.....	Port Angeles
Marysville & Arlington Ry.....	Seattle
Marysville & Northern Railway.....	Ballard
Milwaukee Terminal Railway Co.....	See C. M. & St. P. Ry. Co.
Newaukum Valley Railway	Onalaska
North Bend & Eastern Railway.....	Edgewick
Northern Pacific Railway Co.....	Tacoma
Oregon-Washington R. R. & Nav. Co.....	Portland, Ore.
Oregon Trunk Railway.....	Portland, Ore.
Pacific Coast Railroad Co.....	Seattle
Pacific & Eastern Railway.....	Raymond
Pe Ell & Columbia River Railway	Pe Ell
Peninsular Railway.....	Shelton
Port Townsend & Puget Sound Railway.....	Seattle
Puget Sound & Baker River Railway.....	Everett
Puget Sound & Cascade Railway.....	Clearlake
Seattle, Port Angeles & Western Ry.....	Seattle
Spokane & British Columbia Railway.....	Republic
Spokane International Railway.....	Spokane

NAME OF COMPANY.	PRINCIPAL OFFICE IN STATE.
Spokane, Portland & Seattle Railway Co.....	Portland, Ore.
Star Logging Co.....	Globe
Tacoma Eastern Railway.....	See C. M. & St. P. Ry. Co.
Thurston County Railway.....	Olympia
Washington, Idaho & Montana Ry.....	Potlatch, Idaho
Washington Western Railway.....	Three Lakes
Waterville Railway.....	Waterville
Wenatchee Valley & Northern Ry.....	Leavenworth

RAILWAYS (Electric).

NAME OF COMPANY.	ADDRESS.
Everett Railway Light & Water Co.....	See P. S. T. L. & P. Co.
Grays Harbor Railway & Light Co.....	Aberdeen
Lewiston-Clarkston Traction Co.....	Clarkston
Loyal Railway Co.....	Seattle
North Coast Power Co.....	Portland, Ore.
Olympia Light & Power Co.....	Olympia
Pacific Northwest Traction Co.....	See P. S. T. L. & P. Co.
Pacific Traction Co.	See P. S. T. L. & P. Co.
Puget Sound Electric Railway.....	See P. S. T. L. & P. Co.
Puget Sound International Ry. & Power Co...	See P. S. T. L. & P. Co.
Puget Sound Traction, Light & Power Co.....	Seattle
Seattle, Renton & Southern Railway.....	Seattle
Spokane & Inland Empire Railway.....	Spokane
Tacoma Railway & Power Co.....	See P. S. T. L. & P. Co.
Walla Walla Valley Railway Co.	Walla Walla
Washington Electric Railway.....	Portland, Ore.
Washington Water Power Co.....	Spokane
Western Washington Power Co.....	See P. S. T. L. & P. Co.
Willapa Electric Co.	Raymond
Yakima Valley Transportation Co.....	North Yakima

EXPRESS COMPANIES.

NAME OF COMPANY.	LINE OPERATING ON.
American Express Co.	O. W. R. & N. Co.
Great Northern Express Co.....	G. N. Ry. Co.
Northern Express Co.	N. P. Ry. Co.
Wells Fargo Express Co.....	C. M. & St. P. Ry. Co.
Western Express Co.....	S. I. Ry.

TELEGRAPH COMPANIES.

NAME OF COMPANY.	PRINCIPAL OFFICE IN STATE.
Continental Telegraph Co.	Seattle
Federal Telegraph Co.	Seattle
Pacific Telephone & Telegraph Co.....	Seattle

NAME OF COMPANY.	PRINCIPAL OFFICE IN STATE.
Postal Telegraph-Cable Co.	Seattle
Western Union Telegraph Co.....	Seattle
Great Northern Telegraph Co.	St. Paul, Minn.

STEAMBOAT COMPANIES.

NAME.	ADDRESS.
Acord, Fred.....	Bridgeport
Ahl, Oscar	Lake Cushman
Alki Point Transportation Co.....	Seattle
Allman Hubble Tugboat Co.....	Hoquiam
American Tugboat Co.....	Everett
Anderson, Fred.....	Seattle
Anderson Bros. Towing Co.....	La Conner
Anderson Steamboat Co.	Seattle
Angeles Brewing & Malting Co.....	Seattle
Balley, C. A.....	912 E. Pike St., Seattle
Balley Transportation Co.....	Seattle
Barbee, I. H.....	Anacortes
Bevier, Frank.....	Seattle
Berch Anderson Towboat Co.....	Seattle
Birmingham Transportation Co.....	Seattle
Border Line Transportation Co.....	Seattle
Bossburg Ferry	Bossburg
Boyden Towboat Co.	Seattle
Bradford, E. L.	Olympia
Bremerton Ice & Fuel Co.	Bremerton
Brenner Oyster Co., J. J.	Olympia
Brouillet, Ray	614 Joshua Green Bldg, Seattle
Brown, Frank C.....	Pasco
Brown, Will H.	Seattle
Brown's Bay Logging Co.	Seattle
Brown's Ferry	Langley
Bryan, J.	Alameda
Buchanan, J. A.	Olympia
Bullock, A. L.	Blaine
Bullock, A. E.	Blaine
Bush, F. P & O. L.	Tacoma
Caldwell Transportation Co.....	Aberdeen
Cammon & Larson	Yoman
Camp, B. C.	Kettle Falls
Carr, W. B.	Seattle
Cartmell, H. K.	Everett
Cary-Davis Towing Co.....	Seattle
Chehalis Boom Co.	Aberdeen
Chesley Tug & Barge Co.	Seattle
Christensen, Niels	Winslow

NAME.	ADDRESS.
City Transfer Co.	Port Townsend
Clark, Geo. W.	Sylvan
Columbia Transportation Co.	Seattle
Coulter Towboat Co.	South Bend
Cowan, A. E.	Grant
Cram, B. O.	Langley
Croft, Chas. E.	Pier A, Seattle
Crosby Towboat Co.	Seattle
Daisy Ferry	Daisy
Dalles, Portland & Astoria Nav. Co.	Portland, Ore.
Darling, Albert M.	Olympia
Davis, Addison	Mt. Vernon
Donovan, J. M.	Seattle
Dorgan, J. E.	Everett
Dodwell, S. L.	2044 Laurelshade, Seattle
Drummond Lighterage Co.	Seattle
Dudley, W. B.	Islandale
Eagle Harbor Transportation Co.	Winslow
East Side Launch Co.	Tacoma
Ehrich, E. A.	Yoman
Elder, Geo. H.	Long Branch
Elliott, W. J.	Anacortes
Ellis Towboat Co.	South Bend
Erickson & Jacobson	Clearwater
Everett Tug & Barge Co.	Everett
Eyre, Frederick	Mt. Vernon
Finsen, Fred H.	Cornet
Fletcher, E. L.	Hoh
Forester Tugboat Co.	Aberdeen
Foss Launch Co.	Tacoma
Fowler & Egge	Stanwood
Frank Waterhouse & Co., Inc.	Seattle
Freeland Transportation Co.	Freeland
Frith, J. R.	Langley
Garrett, F. S.	Bellingham
Graham & Butcher	Aberdeen
Grant, W. G.	Seattle
Grays Harbor Tugboat Co.	Hoquiam
Gross, Clara	Seattle
Haasath, Thos.	Blaine
Hales Pass & Wollochet Navigation Co.	Cromwell
Hall, Geo. A.	Olympia
Halvorsen, Albert	Eglon
Hamilton, J. E.	Anacortes
Hanson, Harry	Bremerton
Hanson, E.	Blaine

NAME.	ADDRESS.
Harkins Transportation Co.	Portland, Ore.
Harley, C. S.	Seattle
Harper Barge & Lighterage Co.	Seattle
Harvey, T. A.	Mt. Vernon
Haskell, J. H.	Harstine Island
Hastings Steamboat Co.	Port Townsend
Hayes, Ed. S.	Bellingham
Hefner, Martin	Bremerton
Helmbach, C. T.	Anacortes
Helser, D. R.	Olympia
Hendricksen, Ben	Port Ludlow
Henry, W. M.	Nahcotta
Hoeck, Ole	Ballard
Hoff, J. M.	Steilacoom
Hopper, E. W.	Ballard
Houchen, O. D.	Port Blakely
Howell & Howell	Decatur
Humptulips Towing Co.	Aberdeen
Husby, Edward	Seattle
Independent Sand & Gravel Co.	Aberdeen
Independent Towing Co.	Colman Dock, Seattle
Inter-Island Navigation Co.	Friday Harbor
Island Belt Steamship Co.	Anacortes
Island Passenger & Express Co.	Friday Harbor
Island Transportation Co.	Seattle
Island Transportation Co.	Bellingham
Iverson, Peter	Poulsbo
Jackson, Andrew	Everett
Jackle, Wm.	Friday Harbor
Jesper, H. N.	Seattle
Johnson Chas. E.	Port Townsend
Johnson, Edward	Seabeck
Johnson, H. R.	Tacoma
Johnson, Marlon	Anacortes
Johnson & Nelson Transportation Co.	Olalla
Johnson Towing Co., N. L.	Seattle
Jones, B. L.	Bellingham
Judy Transportation Co.	Seattle
Kasch, W. H.	Anacortes
Kellogg Transportation Co.	Portland, Ore.
Key City Steamship Co.	Port Townsend
King & Wing	Seattle
King County Ferry	Seattle
Kingston Transportation Co.	Seattle
Kitsap County Transportation Co.	Seattle
Lake Chelan Boat Co.	Chelan

NAME.	ADDRESS.
Lake Chelan Transportation Co.	Lakeside
Lake Whatcom Navigation Co.	Bellingham
Larsen, Ed.	Blaine
Lawrence, Oscar	Seattle
Lermond, Percy	4633 44th Ave., So., Seattle
Leschi Boat House	Seattle
Liberty Bay Transportation Co.	Poulsbo
Lien Bros.	Stanwood
Lillico Launch Co.	Seattle
Lorenz Bros.	Rosedale
Lummi Navigation Co.	Bellingham
Manette Transportation Co.	Manette
Mason First Creek Ferry Association	Manson
Mansperger, Carl	Sylvan
Marcy, Capt. R. O.	1736 Alki Ave., Seattle
Mathison, S.	Kingston
McAlmond, Henry	Dungeness
McDowell, Mathew	Tacoma
McPherson Bros. Co.	Brewster
Merchants Transportation Co.	Tacoma
Merkley, E. R.	Ballard Station, Seattle
Milwaukee Tugboat Co.	Tacoma
Milwaukee Tugboat & Launch Co.	Tacoma
Moran, Frank J.	Pier 7, Seattle
Morse, Eben	Mora
Mossman & Shaw	Bellingham
Munson, J. Kim	Shelton
Myrebo & Son, H. S.	Poulsbo
Mystic Towboat Co.	Seattle
Navy Yard Boat House Co.	Port Orchard
Navy Yard Route, Inc.	Seattle
Nelson, N. M.	4103 Linden Ave., Seattle
Nelson & Larsen	Everett
Nickels, Arthur	Seabeck
Nielson, Capt. P. A.	Seattle
Noble, I. M.	Olympia
North Coast Tug Co.	Seattle
Northport Ferry	Northport
North Shore Transportation Co.	Deep River
Norton, C. A.	Anacortes
Olalla Freight Co.	Olalla
Old Town Boat House Co.	Tacoma
Olympia & Tacoma Navigation Co.	Tacoma
Olympic Launch & Towboat Co.	Port Angeles
Pacific Towboat Co.	Seattle
Pacific Transportation Co.	Raymond

NAME.	ADDRESS.
Pearl Trading Co.	Port Angeles
Peck Bros. Towing Co.	Everett
Peoples Navigation Co.	The Dalles, Ore.
Peoples Transportation Co.	La Center
Perry, Wiley F.	Anacortes
Peterson, P. W.	Allyn
Pioneer Sand & Gravel Co.	Seattle
Pitman & Douglas	Bellingham
Port Blakely Transportation Co.	Port Blakely
Port of Seattle	Seattle
Puget Sound & Baker River Ry. & Boat Line	Everett
Puget Sound Navigation Co.	Seattle
Puget Sound Tugboat Co.	Seattle
Raison, F.	Allyn
Reeves, A. V.	South Bend
Reeves, S. M.	South Bend
Rickaby, Harry	Anacortes
Reiners & Minor	Lake Bay
Rice, J. B.	Seabeck
River Transportation Co.	South Bend
Rose, P. S.	Port Blakely
Rouse Launch & Towing Co.	Seattle
Rowe, W. M.	Ferndale
San Juan Canning Co.	Friday Harbor
Shaw, R. J.	Orcas
Shelton Transportation Co.	Shelton
Shively, Otis L.	Seattle
Simonsen & Son, L.	Blaine
Sixth Avenue Boat House	Tetlow Beach
Skagit Navigation Co.	Stanwood
Skagit River Navigation & Trading Co.	Seattle
Skinner Car Ferry Co.	Seattle
Sneider, E. G.	Hoquiam
Sol Duc Hot Springs Co.	Seattle
Soule Tug & Barge Co.	Hoquiam
Spansail, J. J.	Olympia
Sparling, Geo. W.	Hoquiam
Spencer, Arthur H.	City Dock, Everett
Spoon, Henry	Aberdeen
Standard Towboat Co.	Raymond
Stanley, James	Tacoma
Star Steamship Co.	Seattle
Stevens, W. W.	4315 West Atlantic St., Seattle
Still Harbor & Tacoma S. S. Co.	Tacoma
Storr, R. E.	Port Angeles
Tacoma & Burton Navigation Co.	Tacoma

NAME.	ADDRESS.
Tacoma Tug & Barge Co.	Tacoma
Tacoma Tugboat Co.	Tacoma
Taylor, J. A.	Anacortes
Taylor, E. B.	New Kamilche
Thompson, Harry D.	Hoquiam
Thuesen, Mads	Silverdale
Thurber, Fred W.	Hoquiam
Tollaksen, M. E.	Seattle
Tompkins, H. E.	Bremerton
Towboat Owners Association	Seattle
Trafton, W. G.	Anacortes
Transit Towboat Co.	South Bend
Tregoning Boat Co.	Ballard
Tucker, O. R.	Tacoma
Union Boat House	Port Townsend
Upper Columbia Steamship Co.	Bridgeport
Van Slyke, L. H.	Beverly
Vashon Island Freighting Co.	Olalla
Vashon Navigation Co.	Dockton
Vogelbaum & Olsen	Tacoma
Vollans, B. H.	Everett
Wake, A. H.	Seattle
Wallula Gap Ferry	Wallula
Walton, Albert W.	Seabeck
Washington Route	Galbraith Dock, Seattle
Washington Gas Boat Association	Seattle
Washington Tug & Barge Co.	Seattle
West Pass Transportation Co.	Lisabuela
Weber, J. C.	Tacoma
West Side Barge Co.	Seattle
Western Transportation & Towing Co.	Portland, Ore.
Weston, A. J.	Olympia
Whidby Island Sand & Gravel Co.	Bellingham
Wick, H. O.	Seattle
Wiese, M. F.	726 Elmgrove St., Seattle
Willapa Transportation Co.	South Bend
Wilson Navigation Co.	Aberdeen
Wishkah Boom Co.	Aberdeen
Wood, Chas. A.	Anacortes
Yeomans Boom Co.	Pe Ell

FINANCIAL STATEMENT OF THE PUBLIC SERVICE COMMISSION, NOVEMBER 30, 1916.

	Appropriation- Receipts Blen- nium April 1, 1915, to March 31, 1917				Balance of Blennium Appropri- tion Receipts Dec. 1, 1916
Commissioners' salaries	\$29,875 00			\$15,000 00	\$5,085 17
Rate expert	6,000 00			1,000 00	1,000 00
Assistant rate expert	8,000 00			1,500 00	500 00
Chief engineer	7,200 00			3,600 00	1,200 00
Tariff clerk	2,400 00			1,175 90	450 01
Tariff stenographer	2,400 00			1,200 00	400 00
Secretary	4,000 00			2,000 00	605 68
Law assistant	3,600 00			1,800 00	600 00
Reporter	3,600 00			1,800 00	600 00
Track inspector	6,000 00			3,000 00	1,000 00
Assistant track inspector	4,800 00			2,400 00	559 12
Printing	5,000 00			1,725 85	2,229 89
All other salaries and expenses	30,000 00			18,476 54	8,788 17
Other salaries		\$26,532 99	\$10,197 78		
Transportation		8,301 90	2,392 54		
Board and lodgings		7,746 56	3,476 08		
General office supplies		595 50	614 45		
Telegraph and telephone		792 61	769 84		
Postage		320 06	467 94		
Other miscellaneous expenses		2,158 69	790 96		
Furniture and fixtures		225 99	187 00		
Revolving fund		300 00	300 00*		
Dangerous crossings	15,000 00				
Other salaries		6,035 67	3,892 10		
Transportation		451 23	7 10		
		1,300 55	3 00		
		47 15			
		6 44			
Postage		4 20			
Other miscellaneous expenses		305 61	25 96		
Furniture and fixtures		94 00			
Utility equipment		246 75			

* Denotes red.

FINANCIAL STATEMENT OF THE PUBLIC SERVICE COMMISSION, NOVEMBER 30, 1916—Continued.

	Appropriation Receipts Biennium April 1, 1915, to March 31, 1917		Disbursements April 1, 1915, to November 30, 1915		Disbursements December 1, 1915, to November 30, 1916	Balance of Biennium Appropriation Receipts Dec. 1, 1916
GRAIN DEPARTMENT.						
Chief grain inspector.....	\$4,000 00		\$1,332 22		\$2,000 00	\$206 08
Inspector.....	2,400 00		300 00		1,200 00	400 00
Inspector.....	8,000 00		1,000 00		1,500 00	500 00
Inspector.....	1,000 00					1,000 00
Inspector.....	1,200 00		221 31		638 28	815 41
Inspector of grain inspector.....	100,000 00		24,929 93		30,530 64	35,539 33
		\$21,034 99		\$33,338 15		
		340 45		646 00		
		203 85		240 00		
		159 59		239 44		
		194 43		337 17		
		183 09		430 23		
		2,006 40		2,332 74		
		324 22		972 25		
		300 00				
			\$15,158 09		\$105,432 45	\$93,334 46
	\$234,475 00				45 00	
	48 00					
Totals.....						
Receipts from transcripts, tariffs furnished December 1, 1915, to November 30, 1916.....						

APPROPRIATIONS RECOMMENDED.

The following appropriations are recommended for the regular work of the Commission covering the biennium beginning April 1, 1917.

GENERAL SALARIES AND WAGES

Three commissioners	\$30,000 00
One rate expert.....	6,000 00
One assistant rate expert.....	3,000 00
One tariff clerk.....	2,400 00
One tariff stenographer.....	2,400 00
One secretary	4,000 00
One reporter	3,600 00
One accountant	3,600 00
One chief engineer.....	7,200 00
One inspector safety appliances.....	6,000 00
One assistant inspector safety appliances.....	4,800 00
• Extra engineers, accountants, inspectors, experts, witnesses, stenographers, clerks, etc.....	40,700 00
Two stenographers	4,800 00
One stenographer	3,000 00
One grade crossing superintendent.....	4,800 00
One track scale inspector.....	3,000 00
<hr/>	
Total salaries and wages.....	\$129,300 00

SUPPLIES, MATERIAL AND SERVICE.

Transportation	\$8,500 00
Meals and lodging	16,000 00
General office supplies.....	2,400 00
Telephone and telegraph.....	2,000 00
Postage	2,000 00
Other expenses:	
Surety bonds.....	\$400 00
Express and freight.....	400 00
Upkeep scale car.....	1,000 00
National Bureau, Washington, D. C.....	1,000 00
Maps	1,000 00
Rent	3,000 00
Miscellaneous	1,000 00
Printing	7,800 00
	6,000 00
<hr/>	
Total supplies, material and service.....	\$44,700 00

CAPITAL OUTLAYS.

Office furniture and equipment.....	\$1,500 00
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(This to provide filing equipment for transcripts of testimony, exhibits, correspondence and files, book stacks for library, and to replace typewriters and other equipment as worn out.)

GRAIN INSPECTION DEPARTMENT.

GENERAL FUND.

GENERAL SALARIES AND WAGES.

One chief inspector	\$4,000 00
One chief clerk and registrar.....	3,000 00
One chief deputy, Tacoma	3,000 00
One chief deputy, Seattle	3,000 00
Total salaries and wages.....	\$13,000 00

SUPPLIES, MATERIAL AND SERVICE.

Printing	\$1,500 00
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GRAIN FUND.

GENERAL SALARIES AND WAGES.

Deputy inspectors and weighers.....	\$77,850 00
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SUPPLIES, MATERIAL AND SERVICE.

Transportation	\$1,800 00
Meals and lodging.....	800 00
General office supplies.....	600 00
Telephone and telegraph.....	650 00
Postage	800 00
Other expenses:	
Rent	\$5,500 00
Bonds	600 00
Miscellaneous	1,100 00
(This includes weighing of cars, etc.)	
Total supplies, material and service.....	\$7,200 00
	\$11,850 00

CAPITAL OUTLAYS.

Office furniture and equipment.....	\$800 00
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RECAPITULATION.

Salaries and wages.....	\$129,800 00
Supplies, material and service.....	44,700 00
Capital outlays.....	1,500 00
Total	\$175,500 00

GRAIN DEPARTMENT.

Salaries and wages (General fund).....	\$13,000 00
Supplies, material and service (General fund)...	1,500 00
Total	14,500 00
Salaries and wages (Grain fund).....	\$77,850 00
Supplies, material and service (Grain fund)....	11,850 00
Capital outlays	800 00
(So much thereof as may be necessary, but in no event to exceed the collections of this department.)	
Total grain fund.....	90,000 00
Grand total	\$280,000 00

STATE OF WASHINGTON

Sixth Biennial Report

OF THE

STATE BOARD

OF

TAX COMMISSIONER

FOR THE

Period Ending September 30, 1916

OLYMPIA, WASH.

FRANK M. LAMBORN  PUBLIC PRINTER

1916

OFFICE OF THE STATE BOARD OF TAX COMMISSIONERS,
STATE HOUSE, OLYMPIA, WASHINGTON.

October 20, 1916.

*Honorable Ernest Lister, Governor of Washington, Olympia,
Washington.*

SIR: We have the honor to submit herewith the Sixth Biennial Report of the State Board of Tax Commissioners of the State of Washington, covering the fiscal period beginning October 1st, 1914, and ending September 30th, 1916.

Respectfully submitted,

C. R. JACKSON,
J. W. BRISLAWN,
Commissioners.

THOMAS P. HORN, *Secretary.*

In presenting the Sixth Biennial Report of the State Board of Tax Commissioners, we will follow, in so far as possible, the order and outline of the Fifth Biennial Report. We believe that this method of presenting the subject matter of the report will be found more convenient as a matter of reference and comparison for the reader who desires to follow the work of the Board over a longer period than that of one biennium.

This report is less voluminous than the former reports of the Tax Commission for the reason that owing to the change in the law removing the Tax Commissioners from the state board of equalization, it does not include the proceedings of that board as heretofore.

THE STATE TAX COMMISSION.

DUTIES OF THE COMMISSION.

In the Fifth Biennial Report of the State Board of Tax Commissioners we outlined briefly the duties of the Board. Subsequent legislative enactments have modified those duties to a certain extent. For that reason, we will present, briefly in this report, the duties as modified by the acts of the legislature. We will discuss the work of the Board during the biennial period from October 1, 1914, to October 1, 1916. We will also renew recommendations made in the Fifth Biennial Report, but not acted upon by the legislature, and offer additional recommendations relative to taxation for the consideration of the governor, the legislature and the people of the state.

The law of 1905, by which the State Board of Tax Commissioners was created, required the Board to advise county assessors and county boards of equalization, and to supervise their work; to enforce the inheritance tax law; to sit as members of the state board of equalization;* to investigate the revenue laws of this and other states and to recommend changes for improvement in our taxation system.

Enactments subsequent to the law of 1905 have imposed upon the Tax Commission additional duties as follows:

The supervision of the escheating of estates of persons dying intestate and without heirs in this state;

The collection of the annual state liquor license fee of \$25;

The certification to the state treasurer of the amount of privilege tax to be paid by express and private car companies;

The valuing for taxation purposes of the steam and electric railways and telegraph lines;

One member of the Commission is required to serve as a member of the state capitol commission;

* This provision repealed by chapter 7, Laws of 1915.

The entire Commission to serve as members of the state land board.*

PERSONNEL OF THE COMMISSION.

The law provides for a Tax Commission consisting of three members appointed by the governor subject to confirmation by the senate. The appointments are for a period of four years. The salary of each Commissioner is \$3,000 per annum. The law also provides for a secretary at \$1,800 per annum and the necessary clerks, not to exceed three in number, whose combined salaries shall not exceed \$2,700 per annum.

During twenty-two months of the period covered by this report, the Commission has consisted of two members, who, together with the secretary and two stenographers, have comprised the regular force employed.

MAINTENANCE.

The legislature of 1915 appropriated for the maintenance of this Department for the period from April 1, 1915, to March 31, 1917, the sum of \$41,000. The average monthly expenditure contemplated under this appropriation was \$1,708.33. The average monthly expenditure during eighteen months of the period covered by the appropriation indicates that at the end of the biennium the expenditures will be well within the sum appropriated.

The Commission is gratified at the saving it has been able to effect in spite of the increased volume of business that has been handled by the Department.

In accordance with the view of the members of the Commission that our function is twofold with respect to taxation, that is to say, to act as an agency through which indirect revenues arising from inheritance taxes, escheats and liquor licenses is collected, and to study the abstract theory of taxation and to make recommendations for the improvement of our system of taxation, we have endeavored to bring the collections of the

* This requirement repealed by chapter 6, Laws 1915.

Department up to the full measure of the sums due the state from such sources as come under the jurisdiction of this Commission; we have devoted a great deal of time to the study of the tax problem as it confronts the people of the State of Washington; we will renew such recommendations of two years ago as were not acted upon by the legislature and we will make such additional recommendations as our study has pointed out would be helpful.

INHERITANCE TAX.

During the biennium ending September 30, 1914, the Commission handled approximately 3,500 inheritance tax cases each year. Since that time there has been a slight increase in the number of cases filed with the Commission, owing to an increase in the number of estates probated in the various counties, but a larger increase in the number handled during the biennium just closed was due to the fact that the Commission, upon investigation of the records in several counties, discovered that, through laxity on the part of county clerks, many cases had never been reported to the Commission. Several thousand old cases were discovered and reports required which added considerably to the work of the Department, but only slightly to the collections, as many of these old cases were found to involve very small estates, either passing to direct heirs and entirely exempt or being subject only to a small tax when passing to collaterals and strangers to the blood. The result of this investigation and the additional work thrown upon the Department led us to attempt securing more thorough co-operation between the various county clerks and this Department to the end that all cases may be promptly reported and the liability for inheritance tax determined early in the probate proceedings. In carrying out this plan for closer co-operation we furnished the clerk of each county with a sample blank form upon which the report should be made and requested that he have such forms printed for distribution to those filing petitions for letters of administration.

The Commission found it advisable to have the laws relative to inheritance tax and escheats published in pamphlet form for distribution to attorneys, public officers and to those interested in probating estates. The cost of this publication was borne by the regular appropriation of the Department. It has proved very helpful in securing a better understanding of the inheritance tax and escheat statutes by those whose duty it is to report to this Department. It has been the means of removing from the minds of laymen interested in the subject some of the prejudice which has heretofore existed against the payment of inheritance taxes. The Commission believes that the educational work that it has done along this line has been of great value to the state in facilitating the collection of revenues from this source and it has served to point out the justice and fairness of this method of taxation as well as indicate that the time has arrived when some increases in the rates collected by this state may be made without injustice to those receiving property by will, deed or gift in contemplation of death or by the laws governing inheritances.

The rates collected on inheritances in this state are set forth in the following table:

CLASSIFICATION	In excess of \$10,000	On all sums not exceeding the first \$50,000	On all sums above \$50,000 and not exceeding \$100,000	In excess of the first \$100,000
Father, mother, husband, wife, lineal descendant, adopted child or lineal descendant of an adopted child	1%	.....	.....	.....
Collateral heirs to and including third degree, as [brother] [uncle] [nephew] [sister] [aunt] [niece] .....	.....	3%	4½%	6%
Collateral heirs beyond third degree and strangers to the blood, as cousins and beyond.....	.....	6%	9%	12%

From the foregoing tabulation it will be seen that the rate collected on property passing to direct heirs, regardless

of the sum passing, is one per cent, with a very liberal exemption of \$10,000 to direct heirs. In the case of community property, the community half of the surviving husband or wife is free from any inheritance tax whatsoever. This fact serves to hold collections from inheritance taxes in this state at a much lower level than that of many other states having an inheritance tax law similar to our own, but requiring different rates of payment. Many states not having the community property law require a payment of tax upon the entire estate, less certain exemptions to direct heirs, whereas such estates would be half free by reason of their community nature under the laws of this state. The experience in this state demonstrates that by far the largest estates and the greatest number, are community estates, and those passing to direct heirs. Yet, out of this greater number of estates, involving many times the value of property involved in other estates, the returns are proportionately less to the State of Washington in the way of tax collected than are the returns from fewer less valuable estates passing to collateral heirs and strangers to the blood.

Because we do not believe that the entire inheritance tax statute requires revision and would suggest a progressive increase in the rate on property passing to direct heirs, it is not thought necessary to prepare and submit a bill to the legislature covering this point. Our suggestion is that the rate should be as at present up to \$50,000, and that

On sums exceeding \$50,000 and not exceeding \$100,000, the rate should be 2 per cent;

On sums in excess of the first \$100,000, the rate should be 3 per cent up to \$500,000; and that

On sums in excess of the first \$500,000 and not exceeding \$1,000,000, the rate should be 5 per cent;

On sums in excess of \$1,000,000, the rate should be 6 per cent.

We would not suggest increased rates of tax on property passing to collateral heirs and strangers to the blood, for the reason that the rates at present are adequate to net a splendid

return to the state from these classes of inheritances. As it seldom happens that sums in excess of \$100,000 pass to collaterals or strangers to the blood, there would be no gain and considerable confusion might be injected into legislation in attempting to re-establish the rates on all classes.

The net result of the work of the Board, within the past two years, in connection with inheritance taxes and escheats, is that a greater number of cases have been handled than ever before; that the Commission has been notably successful in escheating property promptly which in similar cases heretofore dragged out over a period of years; there is a better understanding of the inheritance tax law and a more kindly feeling towards its enforcement due to the vigorous and uniform application of the law that the Commission has insisted upon and due to the better understanding of the law by attorneys and public officials as well as by laymen and all who are interested in probating estates and the determination and payment of inheritance taxes.

Inheritance tax collections for the biennial period ending September 30, 1916, are \$333,795.04, which is \$41,906.39 in excess of the collections from this source for the previous biennium, but the increase in collections is not commensurate with the increased volume of business handled by the Board. The source from which greater revenues might be obtained without injury to anyone has been pointed out above. We will be glad, at the proper time, to co-operate with the members of the legislature in offering the necessary amendment in order to carry out the suggested changes in the law.

STATE BOARD OF EQUALIZATION.

As pointed out earlier in this report, since the creation of the Tax Commission, in 1905, until 1915, the members of the Tax Commission were members of the state board of equalization. As such they rendered valuable services to the state in securing the equalization of assessments between the various counties of the state as a basis for the apportionment of state

Sixth Biennial Report

axes. In addition to this, the members of the Tax Commission, acting as members of the state board of equalization, brought to that body intimate and detailed information concerning the valuation of public service properties assessed by the state board of tax commissioners and equalized by the state board of equalization. Prior to the enactment of 1905 creating the State Board of Tax Commissioners and making them members of the state board of equalization, state equalization was farcical in the extreme. Such equalization was based on the returns made by the various county assessors. The ratio of assessed to actual value obtaining in each county was a matter of guesswork, there having been no basis established on which the state board of equalization might determine the relative taxable value of each county except the returns of the county assessor. In 1908, the State Board of Tax Commissioners, acting under authority conferred upon it by law, subpoenaed several thousand witnesses throughout the state, each witness to appear at a designated point in his own county and testify under oath, before the Commission, as to the actual price paid for property in sales of property in which transactions he was either the buyer or seller or in which he acted as agent for parties to the transaction. These sworn statements were tabulated by the Commission, the descriptions of the property were forwarded to the county assessor of the county in which the testimony was taken and he was required to set down opposite each description, the assessed value that he had placed thereon for the current year's assessment. These tabulations were returned under the certification of the assessor to the State Board of Tax Commissioners, which Board, in turn, compared the values testified to by the witnesses with the assessed values as testified by the assessor and a ratio of assessed to actual value was determined for each county on this basis. It may be pointed out that there were many chances of error in this method of determining the ratio of assessed to actual value and that the results obtained were not always satisfactory, but as a basis for equalization it was the most nearly accurate system

had been devised or adopted in this state up to that time. Since 1908, up to and including the year 1914, this method of determining the ratio of assessed to actual value was pursued by the Tax Commission, the testimony being taken during the months of June, July and August of each evennumbered year. In this way the State Board of Tax Commissioners obtained an intimate knowledge of the assessment in each county, limited, of course, by the fact that the time devoted to each county was necessarily brief, but a more detailed and intimate knowledge of the subject than that possessed by any other state officers or board. The Tax Commissioners placed before the state board of equalization a view of the assessment in each county obtained, in part, by a personal inspection of the rolls, from the examination of witnesses, from more or less travel over each county and a statement of the conditions obtaining in each county, not only from the county assessor, but from many citizens and taxpayers.

The ratio of assessed to actual value for each county, determined by the Tax Commission, was in almost all instances adopted, without change, by the state board of equalization, for the reason that the other members of the board of equalization, the state auditor and the state land commissioner, were not in position to furnish any additional information on the county assessments, each having devoted his time to the duties of his office, only serving in connection with the equalization of assessments during one month each year. It is to be remembered that the time thus spent in equalization by the auditor and land commissioner, was devoted exclusively to taking testimony of public service corporations, listening to the reports of the assessors, which were usually very brief, and to sitting in executive sessions, together with other members of the board, engaged in the detail of fixing the county ratios, the public service values, and the state levies in order that the figures might be sent out to the county assessors on the first Monday in October for the purpose of levying taxes. This work gave them no opportunity for a close personal view or investigation

of the taxation of property throughout the state and no time was spent by these two members going about the state getting informaion at first hand. Equalization during the years from 1908 to 1914, inclusive, depended largely for its justice and fairness on the thoroughness with which the State Board of Tax Commissioners was able to determine the ratios upon the basis described.

The legislature of 1915 enacted two laws affecting the duties of the State Board of Tax Commissioners. The first of these was a law removing the State Board of Tax Commissioners from *ex-officio* membership on the state board of land commissioners. As to this change in the duties of the Board, we can truthfully say that, so far as the Tax Commission is concerned, it was a welcome change, as the duties as members of the land board were onerous and required that the Tax Commissioners devote a great deal of time to that work which was in a sense foreign to the work of the Tax Department. So long as the law required them to serve on that board, the present Tax Commissioners found no fault with the arrangement, but the legislature having seen fit to remove them, they make no objection since it permits them to devote more time to the duties of the department which is their chief concern, *i. e.*, the Tax Commission.

We are strongly of the opinion that the removal of the Tax Commissioners from the state board of equalization was a mistake and that in the interests of just taxation and equalization, the members of the Tax Commission should be members of the state board of equalization. This statement is made without the wish to cast any reflection upon the work of the state board of equalization during the past two years, 1915 and 1916, when the members of the Tax Commission were not members of the state board of equalization. The basis for equalization during the years 1915 and 1916 was the basis established by the testimony taken during the year 1914 when the members of the Tax Commission went about the state as heretofore described, subpoenaed witnesses, took their testimony and compared the values of real estate and personal property as sworn to by wit-

nesses with the assessment of such property as certified to by the county assessor. This indicates that the state board of equalization, composed as it is of the state auditor, the state land commissioner and a member of the public service commission, which board has no legal existence prior to the first Monday in September of each year, or for more than twenty days thereafter, does not have any independent basis for determining the relative assessment value of the several counties. The twenty days devoted to the work of equalization must necessarily be confined to holding public hearings in the state capital in order that the public service corporations may present their petitions for review of assessments made on their property by the State Board of Tax Commissioners and in order that each county assessor may present such information as he may have to present to the state board of equalization. No time can be devoted by the state board of equalization during its twenty days of existence in going about the state taking testimony or securing a personal view of taxation within the various counties.

The state board of equalization for the years 1915 and 1916, having adopted as its basis for equalization the ratios established during the year 1914 as a result of the testimony taken by the State Board of Tax Commissioners, has set the seal of its approval upon the method pursued by the State Tax Commission in obtaining information as to the ratios in each county and has virtually said to the public that the Tax Commission established a proper basis for state equalization. It might be said that the basis having been established, there is no further necessity for taking such testimony or for traveling about the state gathering detailed, first-hand information. It will be readily seen that this view is erroneous when it is considered that property values are subject to change from year to year, and, that under the general property tax we are required to list and value property for assessment purposes at its market value. Anyone familiar with conditions in the State of Washington during the past ten years will realize that there has been a considerable fluctuation in property values from year to year.

The total valuation of property as returned by the county assessors for the year 1916 is some thirty-eight millions of dollars less than the total value of property as returned by the county assessors in 1915. The state board of equalization as constituted at present has no means of determining whether or not this slump in values was justified and whether or not, if the total value of the state has actually decreased, the decreases have been made in the assessment of the counties where the actual decreases have occurred. Admitting that there is an unavoidable factor of error in the method pursued by the Tax Commission, as evidenced by the fact that the Commission itself found it necessary to readjust its ratios for the various counties from year to year, from 1908 to 1914, it is evident that to adopt the 1914 ratios as a basis for state equalization and to continue to use them as the basis for all time will magnify the errors that may have crept into the 1914 ratios, and that at the end of a very few years state equalization will be almost as farcical as it was prior to 1905 when the State Board of Tax Commissioners was first created.

There is an apparent inconsistency in the act of the legislature of 1915 removing the members of the State Board of Tax Commissioners from the state board of equalization with the re-enactment by the same legislature of the statute which created a county board of equalization composed of the board of county commissioners, county treasurer and county assessor, the county assessor acting as clerk of the county board of equalization. The theory on which the county assessor is made a member of the county board of equalization needs no discussion here, other than to say that he is there because he is the county officer having the most detailed and intimate information relative to the value of property within each county. His work is such that he must be familiar with property values throughout his county. The other members of the board sit as a board of review and equalization in order that his judgment may not be final, and that where any taxpayer feels that he has been unjustly assessed, there may be some tribunal to which he can

appeal, other than the county assessor alone, without the necessity of going into court. It is agreed that the county assessor should be present and participate in such equalization in order that he may give the county board of equalization the benefit of his experience and knowledge with reference to assessments.

This theory of the county board of equalization was not questioned by the legislature. Yet, the legislature removed from the state board of equalization the members of the State Board of Tax Commissioners who stand in the same relative position with respect to state equalization in which the county assessor stands with respect to county equalization. Either the county assessor should not sit in judgment and review upon his own work, as a member of the county board of equalization, or the State Board of Tax Commissioners should sit as members of the state board of equalization in order that the state board of equalization may have the benefit of the information and assistance of the Tax Commissioners in state equalization. This view is strengthened by the fact that the state board of equalization has found it necessary, within the past two years, to consult with the members of the Tax Commission relative to state equalization. The Tax Commission being shorn of authority and responsibility with reference to state equalization and no longer clothed with the authority to go out and establish the ratios and return them to the state board of equalization, is not in position to render the assistance in state equalization that it did heretofore. This condition is serious and tends to destroy confidence in the results obtained by the state board of equalization in establishing the ratio of assessed to actual value for each county as a basis for apportionment of state taxes.

There is another vital concern to the taxpayers of the state involved in the absence of the Tax Commission from the state board of equalization. It is the duty of the state board of equalization to fix the levies for the various state funds each year. Many of the levies are fixed by statute, so that

the state board of equalization performs a merely mechanical function in certifying them down to the counties, but the levy for state general fund purposes, the levy for state school and the levy for state military are flexible levies and may be fixed at any millage, within certain limitations, determined by the board of equalization to be adequate to meet the requirements of these funds during the ensuing year. The members of the state board of equalization, except the state auditor, as at present constituted, do not deal with the subject of state finances during any period of the year except during the time when they are engaged in fixing the annual levies. It is the duty of the state auditor to furnish to the state board of equalization estimates for the various funds as a basis for fixing annual levies; the other two members having no connection with state finances during the other eleven months of the year are, naturally, not in position to speak with authority as to the requirements. It would seem that the board would be better balanced in this particular if the members of the State Tax Commission, who are dealing with taxation and financial questions throughout the year, had some part in fixing the levies.

DISTRIBUTION OF VALUES.

Section 9151, Remington & Ballinger's Annotated Codes and Statutes of Washington, provides as follows:

"On the completion of the equalization of the property of the railroad companies and other property in the state by the state board of equalization it shall be the duty of the State Board of Tax Commissioners to apportion the value of the operating properties of such railroad to the county or counties through or in which the lines thereof may extend, * * *

This section is a part of the law of 1907 contemplating that the State Board of Tax Commissioners would constitute a majority of the state board of equalization and for the purpose of equalization and distribution the boards were practically one. Under that arrangement the provision above quoted created no difficulties.

The members of the state board of equalization and the members of the Tax Commission concur in recommending that

the section above referred to be amended so that the duty of fixing the ratios of the various counties throughout the state, distributing the railroad valuations to the counties and fixing the state levies be imposed upon the same board, logically the board of equalization, the reason for this recommendation being that under the present provisions of law these important duties which should be closely conjoined are imposed upon two separate boards. Necessarily, two separate sets of men do the work and unavoidable delays and inconveniences arise. Under the present arrangement, which necessitates the members of one board waiting upon the members of the other board to complete its portion of the work and which necessitates passing back and forth between the employees of the two departments the valuation sheets and other data, it is well nigh impossible to so co-ordinate the work of the two departments as to get the final figures certified down to the county assessors by the first Monday in October, when they must have them, for the purpose of making the annual county levies.

Should the legislature adopt or reject our recommendation that the Tax Commission be restored to the board of equalization, the amendment suggested herein should be made so that, regardless of the personnel of the state board of equalization, these closely co-related duties will be so co-ordinated that the valuations may be certified promptly to the county assessors.

ADVISING ASSESSORS—OPINIONS RENDERED.

The Commission has bent its energies toward securing a more uniform assessment of property through closer personal touch with the county assessors. In this connection, state equalization is a very important factor and depends, to a certain extent, for its accuracy upon the clearness with which the county assessors, when appearing before the state board of equalization, present the facts concerning the assessment of property in their respective counties. We devoted a great deal of time to the subject of a proper presentation of the case of each county before the state board of equalization by the county as-

sector. At the assessors' convention in 1916 the proper method to be pursued was pointed out by the Commission. The result of this effort was that when the assessors appeared before the state board of equalization in 1916, it was agreed by all who were present that the case of each county was presented with more clearness and in a more satisfactory way than ever before. The assessors were able to explain increases or decreases in the abstracts of assessment of real and personal property returned by them to the state board of equalization. If such abstracts showed a material gain or loss in the total assessed value of property within a given county, the assessor gave his reasons for the gain or loss and assisted the board in determining what influence that fact should have in determining the ratio assigned to the county.

The program for the assessors' annual convention for the year 1916 was prepared in advance and an attempt was made to notify each assessor as to the topics to be discussed. Each assessor was requested to be prepared to bring before the convention any subject in which he was interested or upon which he had something to offer that would be helpful to the other county assessors. The round-table method of discussing particular problems was followed with very satisfactory results. For the first time in the history of the assessors' meetings the Tax Commission participated in the preparation of the program and prepared an outline of the subjects to be treated. The effects of this meeting were apparent in the 1916 assessment.

The rendering of formal opinions covering taxation questions as presented by the county assessors and various public officials, taking care of the requests from other states for information concerning taxation in Washington and the preparation of papers and articles for publication on the subject of taxation are regarded by the Commission as some of its most important functions, for under this head is embraced the educational work of the Commission. That there is still a splendid field and a large opportunity for this character of work in the State of Washington is evidenced by the fact that

we are still laboring under the general property tax with no promise of an amendment to our constitution permitting us to adopt a more modern and equitable system of taxation.

STATE LIQUOR LICENSES.

The collection of the annual state liquor license fee of \$25.00 from each person, firm or corporation having a federal license or a special tax stamp has netted the state during the past two years \$65,360.70, as against \$117,300.82 for the previous two-year period. The falling off in the revenues from this source requires no explanation other than to say that the closing of the saloons, bar-rooms, and other places dispensing liquors has reduced the returns from this source approximately one-half during the past two years. Those legitimately coming under the provisions of the law requiring the payment of the \$25.00 annual license fee are the druggists of the state.

EXPRESS AND PRIVATE CAR COMPANIES.

The five per cent tax levied on the gross earnings of express companies doing business within the State of Washington amounted to \$99,297.58 during the present biennium, as against \$114,284.75 during the previous biennium. The falling off in revenue from this source is due to the inauguration of the block system, by the express companies, under the ruling of the interstate commerce commission.

Under the decision of our supreme court in the express company cases we are limited to collections on the business originating and ending within the state. The express companies explain that under the block system the short haul on the business originating and terminating within the state materially reduces their earnings within the state. This being true, the tax based on *intra* state earnings has fallen off accordingly.

The tax of seven per cent on *intra* state business of private car companies amounted to \$2,576.44 during the biennium, as against \$3,473.99 from this source during the previous biennium. The falling off in revenue here is directly due to the

decision of the court in the express company cases, which pointed out that we could only collect the tax on *intra* state business. The companies owning the private cars, and the lines over which such private cars operate keep no segregations of the earnings within the state as a basis for computing the tax. They assert that they do not know the earnings of the private cars within this state as there is no reason for keeping such segregations and a great deal of expense and labor would be incurred in keeping this record which is of no possible value to them. Because of this fact, and the fact that the revenues derived from this source are so meager, the Commission believes that the privilege tax on private car companies should be repealed and the assessment of the private cars should be based on the physical value of such cars within the State of Washington on March 1st, or upon the average number of cars within the state at any given time as shown by the reports of the roads over which such private cars operate, the tax being, as at present, collected by the state treasurer upon certification by the State Board of Tax Commissioners.

The Tax Commission has not yet completed the investigations necessary to the formulation of an equitable plan of assessment, but such recommendations will be made to the legislature at a later date.

CASH ESCHEATS.

Collections from this source during the biennium were \$20,514.38, as against \$26,989.66 during the previous biennium, though the number of escheats exceeds the number collected during the previous biennium.

The value of real estate escheated is less than during the previous biennium though the Commission has been successful in escheating several cases of long standing where the question of heirs was doubtful or in dispute.

The total collections of the Department for the biennium will show a slight falling off, which is approximately the amount of the reduction in the returns from the \$25.00 annual liquor license fee. A gain of \$41,906.39 in the amount collected for in-

heritance taxes to a large measure offsets the falling off in revenues from the sources noted above.

VALUATION OF PUBLIC SERVICE PROPERTIES.

It will be remembered that the legislature of 1913 restored to the Tax Commission the power to make an independent valuation of the operating property of the steam and electric railways for taxation purposes. Under this act of the 1913 legislature the assessment has been made by the Tax Commission for the years 1914, 1915 and 1916. The act of the legislature restoring this power of independent valuation to the Tax Commission was regarded by many at the time it was passed as a "joker," in that, the public service commission was clothed with power to make a valuation for rate-making purposes and the Tax Commission was empowered to make a different valuation, if it saw fit, for taxation purposes, which value might be higher or lower. It was feared by many that this would result in vast reductions of the taxable value of railroad property in the state. The results have not confirmed the belief that this was a "joker," or at least it has not proved so, as will be shown by the following table:

YEAR	Assessed valuations of steam and electric roads	Assessed value of all other property	Percentage railroad and electric lines to total assessed valuation of state
1912.....	\$157,027,376	\$848,058,875	15.62
1913.....	156,100,663	858,374,364	15.39
1914.....	159,108,450	866,357,442	15.52
1915.....	161,991,909	864,363,991	15.78
1916.....	158,069,052	826,686,739	16.05

The foregoing table shows that in 1912 when the public service commission's valuation was binding upon the Tax Commission, railroad property was 15.62 per cent of the total taxable value of the state. In 1913, it was 15.39 per cent; in 1914, 15.52 per cent; in 1915, 15.78 per cent, and in 1916, 16.05 per cent. Thus, while the total taxable value of the

property of the state has decreased from \$1,026,355,900 in 1915 to \$984,785,791 in 1916, railroad property has not decreased proportionately, but makes up a greater percentage of the total now than it did in 1912, when the public service commission's valuations for rate making controlled the Tax Commission in valuing such property for taxation purposes. The inference that must be drawn from this is that there is less fluctuation in valuations, during a period of readjustment such as the present, when fixed by a central board such as the Tax Commission than in values fixed by separate officers such as the thirty-nine county assessors in the state.

The Commission has made material reductions in the assessed valuation of certain railroad properties in the state when convinced that such reductions were justified, but it has steadily maintained the average assessment of such properties at a rate it believed to be justified while attempting to equalize the valuations between various public service properties that it does assess. The results have been a discontinuance of the litigation in which the state found itself frequently involved under the old system of valuation, and a resultant advantage to the various taxing districts of the state, in that, taxes have been paid more promptly without resorting to the courts.

A recent decision of the supreme court in two important cases points out that the Tax Commission is not clothed with authority to determine what is operating and non-operating property of the railroads within this state. In the case of the *Northern Pacific Railway Company v. King County*, and the *Great Northern Railway Company v. King County*, the court said:

"There is no express provision in the law authorizing the Board of Tax Commissioners to classify property except for purposes of valuation for taxation. Where it is found by the public service commission that property is used by the railway company as operating property we think it is the duty of the Tax Commission to abide by that decision. We have no doubt of the right of the Tax Commission to value different classes of railroad property. But that is entirely different from classifying property as operating and non-operating, when that authority is not expressly given to that Commission and is expressly given to the public service commission."

The effect of this decision is that the Tax Commission is without authority to classify, for taxation purposes, as operating or non-operating, the property of the companies that it is required under the law to assess. The further effect of the decision is to require that when additional property is purchased by a railroad company it must be classified as operating property by the public service commission before it can be included by the Tax Commission in the assessment of the operating property of the railroad.

It must not be understood that there is a jurisdictional controversy here between two co-ordinate departments of the state government, for the public service commission and the Tax Commission can and do work in harmony. It should be borne in mind, however, that the purpose of classification and valuation of property by the public service commission is for rate making, and that the purpose of classification and valuation by the Tax Commission is for taxation. The valuation for rate making is a long, intricate process and is adequate for the purpose if made only once in a number of years, taking into consideration such factors as increases and betterments whenever they are of sufficient importance to affect the investment and thus affect the rates permissible. The valuation made by the Tax Commission is an annual valuation and should be subject to such changes as are made annually by the railroad companies, so that any changes in the plans of the companies with respect to the uses of properties that they own or acquire during the year will be reflected in the annual assessments.

The matter in controversy in the cases referred to is briefly as follows:

Upon the request of the assessor of King county, the State Board of Tax Commissioners made a personal examination of certain tide lands in the city of Seattle, a small portion of which were occupied by the railway companies, the Great Northern and the Northern Pacific, with tracks and terminal facilities. The Board classified that portion of the tracts not so occupied as non-operating property and it was accordingly

assessed locally by the assessor of King county. The railway companies resisted the assessment and the tax on the ground that the Tax Commission was without jurisdiction to re-classify the property which had previously been classified by the public service commission. The superior court of King county decided the case in accordance with the prayer of the railway companies. Upon appeal from the decision of the superior court of King county, the supreme court sustained the King county court.

We recommend that the legislature amend section 9141 of Remington & Ballinger's Code so that, in addition to requiring the Tax Commission to make an annual assessment of the operating property of all railroads within the state, the Tax Commission will be empowered to classify as operating and non-operating the property of such railroads.

The Tax Commission recognizes that railroads, especially new roads or roads entering new territory, must purchase sufficient property in addition to their rights of way, to provide station grounds and terminals that will be required as the business of the roads develops, but experience has shown that stations do not always develop as planned and that terminal grounds may often be more advantageously located than at the location first intended. The Tax Commission in its classification has attempted to restrict the operating property to that which is actually used or necessary in the operation, but has attempted to classify as non-operating property that which is not used or necessary in the operation and with respect to which the future plans of the road owning such property are so indefinite as to make the future use improbable, or when abandoned projects for terminals or station grounds make it apparent that such property is not being held for that purpose. The practice of purchasing for future use and having large tracts of property thus included in the operating value may result in materially reducing the taxable value of property within a given county and thus unjustly deprive the county in which lands for extensions, station grounds or right of way

are held by railroads for future use of a portion of taxes on property that should be assessed locally.

We believe that it was an oversight on the part of the legislature when restoring the power to the Tax Commission of making independent valuations of the property of the railroad companies it failed to clothe the Tax Commission with power to classify as operating and non-operating such property as it is required to assess.

ASSESSMENT OF TELEPHONE PROPERTY.

In the Fifth Biennial Report of the Tax Commission, we recommended that the assessment of all inter-county telephone companies be placed in the hands of the Tax Commission. The legislature of 1915 failed to adopt this suggestion, but the Commission, upon the request of the county assessors, practically made the assessment of the personal property of the Pacific Telephone & Telegraph Company, the American Bell Telephone Company and the Home Telephone Company for the year 1916. The real property of these companies was assessed by the county assessors. The assessment of the personal property was based on a physical valuation arrived at by taking the appraisal of the property of these companies as made by the public service commission of the state and as furnished by the companies themselves in the recent hearings that were held relative to rates. We employed an engineer to convert the appraisal figures of the physical valuation into the proper form for taxation purposes. The cost of this work was borne by the regular appropriation for this Department. The results obtained, in our judgment, justify even a considerable greater expenditure than was incurred for the purpose.

The unit value of the properties was taken as a basis, then segregated by counties, and further segregated within each county according to exchanges and toll lines. The valuations for each county were then certified by this office to the county assessor with directions that he use the figures as the taxable value of the property in his county.

The Commission had long been advised of the fact that gross inequalities existed in the assessed valuation of the telephone property between the several counties of the state, also between different exchanges in the same counties, and that the county assessor in many counties had no accurate means of determining the value of the telephone properties. It was only after the valuations were finally arrived at, and the segregations made as outlined above, that the full extent of these inequalities became apparent to the Commission. The results obtained, however, were very satisfactory to the several counties as well as to this Commission.

There was a disposition on the part of the telephone companies to look with disfavor upon this method of arriving at the valuations but when the final results were arrived at, the accuracy and fairness with which the assessment had been made, and the elimination of inequalities in the distribution of the values that had heretofore existed were strong factors in deterring the companies from resisting the assessment and finally resulted in their acquiescence.

The net result of the work of the Commission along this line was an increase of approximately a million dollars in the taxable valuation of the telephone properties of the state, a redistribution of these values between the several counties, and the establishment of a basis of valuation in the counties whereby the assessment can be made hereafter with a greater degree of accuracy and satisfaction than ever was possible heretofore. It was possible to make the assessment of telephone properties, in the method outlined above, by reason of a combination of circumstances; the physical valuation had been arrived at for rate making purposes; the Tax Commission was able to pay for the necessary engineering assistance out of its regular appropriation, and the long suffering county assessors, believing that no relief from this troublesome assessment could be secured through the legislature, were unanimous in requesting the Tax Commission to determine the value of the property and to certify the figures to them with directions to use such figures as the value of the property in their respective counties.

CONSTITUTIONAL AMENDMENT.

The Governor of the State of Washington, in his message to the legislature in 1915, which was delivered subsequent to the publication of the Fifth Biennial Report of this Commission, recommended the calling of a constitutional convention. The Tax Commission, accordingly, in urging upon the 1915 legislature the submission of a constitutional amendment with respect to taxation, urged first that the recommendation of the governor be given consideration, for if that recommendation were adopted then such a convention would deal with the subject of taxation as well as the other particulars in which the constitution is in need of revision. Therefore, in view of this recommendation of the Governor of the state, we renew our recommendation for a constitutional amendment on the subject of taxation, having in mind that the broader recommendation of the governor covers the recommendation of this Department, and with an ardent desire that the legislature take action along the line of constitutional revision so that the important subject of taxation may be dealt with in a more enlightened manner than is possible under the present constitutional provision.

The assessors of the State of Washington in their annual convention on January 19, 1916, passed the following resolution:

"Be it resolved, by the Assessors of the State of Washington, in their eighteenth annual convention assembled, That we favor the calling of a constitutional convention to so revise the constitution of the State of Washington that it may fit the general needs and conditions of this rapidly developing commonwealth, and more particularly, to remedy the injustices and inequalities under the present system of taxation.

"Be it further resolved, That a copy of this resolution be spread upon the minutes of this meeting, and forwarded to the Governor of the State of Washington, and to the president of the senate and the speaker of the house of representatives of the fifteenth session of the legislature of the State of Washington."

PERCENTAGE ASSESSMENT.

From the time that the constitution of this state was adopted until 1913 there were two views as to the percentage of true value at which it was required to assess property. There were

those who believed that a legal assessment could be made only when the full value of the property was entered on the assessment roll, and there were others, and they were greatly in the majority, who believed that property might be legally assessed at any percentage so long as all of the property of the same character within a given county was assessed at the same percentage of its true or market value. The predominance of this latter opinion led the county assessors in their annual conventions to agree upon a percentage at which all property should be assessed. The agreements were indifferently lived up to and the result, prior to 1913, was that property was being assessed at from 20 per cent in some counties to 60 per cent in other counties, but in no county was property assessed at 100 per cent, or the full value.

In 1913, the legislature enacted a law limiting the assessment of property to "not to exceed 50 per cent" of its true value. It was hoped by many who knew the evils of the old system, the sliding scale, that this law would require all the counties in the state to assess at the same percentage of true value. However, it was discovered that the law only forbade the assessment at more than 50 per cent, but did not require that any certain definite percentage assessment be made. The purpose of the law, as outlined by those who championed it in the legislature, was to limit the bonding of municipalities so that they could not be bonded beyond 50 per cent of the full value of the property, and it was suggested also that this law would materially assist in the equalization of assessments between the various counties for the purpose of levying state taxes. The law did not prove effective in securing a uniform assessment, as will be seen from the fact that the ratio of assessed to actual value for the year 1916, as determined by the state board of equalization, varies from 27.3 per cent in Skagit county to 50 per cent in Clallam county.

We believe, however, that had the legislature required that all property be assessed at 50 per cent of its true value, equalization between counties would have been promoted and we,

therefore, recommend that section 9112 of Remington & Balinger's Code be amended so that all counties will be required to assess property at a uniform percentage of the true value. If the legislature will adopt this suggestion and direct the county assessors to assess at a certain definite percentage of the true value, equalization between counties for the purpose of apportioning state taxes will be a much less difficult task than at present. The adoption of this recommendation would also tend to promote uniform assessments within each county and equality of assessment as between the property of individuals within each county. Under the present constitutional provision relative to taxation in this state, there is probably no single step that the legislature could take that would go so far toward promoting equality and uniformity of taxation as to require that all property be assessed at the same percentage of its true value, fixing that percentage definitely in the statute. This would remove from the county assessor's mind the thought that he can assess the property of his county at any percentage of its true value that he may determine to use and thereby relieve his county of a portion of its state taxes. It will go far towards eliminating the practice of assessing at one percentage in one township and at another percentage in an adjoining township, which throws upon the county boards of equalization a great deal of unnecessary work and results in a far from uniform assessment in many counties.

In our judgment the ideal plan, under the general property tax, would be to list all property for taxation at its full market value. Tax limitation laws should then be passed fixing the maximum amount that might be levied at the lowest millage that would meet the requirements of the various funds. However, the practice of assessing at a percentage of the true value is so long established in this state, and the legislature of 1913 having shown its preference for a percentage assessment by limiting the assessment to not to exceed 50 per cent of the true value, we cannot hope for a reversal of this practice immediately. Therefore, we do recommend that the legislature

fix the percentage definitely so that there may be a uniform percentage used by the various taxing districts of the state.

REGISTERED WATER CRAFT.

The county assessors of the state in their annual convention in 1916 passed the following resolution relative to the assessment of registered water craft:

"We are of the opinion that the present method of assessing steamboats is not very satisfactory to most assessors, as a steamboat may claim any county as its headquarters and thereby be assessed in the county where the levy is the lowest. Therefore, we, your committee on steamboats, recommend the passage of a bill turning the assessment of this property over to the State Tax Commission."

This resolution by the assessors is but a repetition of similar resolutions passed by the county assessors at each meeting of their association for many years past. This is a matter which is of importance to the coast counties. The assessment of registered water craft of such counties produces friction between the assessors, inequality and injustice in taxation, and encourages tax dodging on the part of the boat owners. In order to correct these evils, the Board recommends the passage of the following bill:

AN ACT in relation to taxation, providing for the assessment of registered water craft as personal property by the State Board of Tax Commissioners and the equalization thereof by the state board of equalization.

Be it enacted by the Legislature of the State of Washington:

SECTION 1. From and after the passage of this act all water craft required by law to be registered, licensed or enrolled, subject to taxation under the laws of the State of Washington, together with all personal property located upon such craft and used in the operation thereof, shall be valued and assessed annually by the State Board of Tax Commissioners as personal property.

SEC. 2. Every person, firm or corporation operating any vessel or vessels described in section one of this act shall, between the first day of March and the first day of April in each year, under the oath of some person duly authorized to make the same, file with the State Board of Tax Commissioners, in such form as said Board may prescribe, a report containing the following facts:

1. The name of each vessel operated and the ports between which it plies.

2. The gross tonnage.
3. The length and beam.
4. The character of motive power and description of the engines.
5. When and where built and where last enrolled.
6. The names of all owners and their places of residence, if owned by an individual or firm, or the name of the corporation, together with the names of the officers and directors, if owned by a corporation.
7. The name and place of residence of the managing owner or managing agent.
8. The estimated full cash value of each vessel and all personal property located thereon and used in the operation thereof.
9. The amount of the gross earnings, operating expenses and net earnings of each vessel.
10. Such other facts as will enable said Board to arrive at the true value of such vessel.

SEC. 3. If any person, firm or corporation shall refuse or neglect to make and file the report required by this act, or shall refuse to permit an inspection of the property or an examination of the records, books, accounts, or papers of such person, firm or corporation when requested by said Board, or shall refuse or neglect to appear before said Board in obedience to a summons, such person, firm or corporation shall be estopped to question or impeach the action or determination of the Board upon any ground not affecting the substantial justice of the tax.

SEC. 4. The State Board of Tax Commissioners shall, between the first day of March and the first day of June in each year, ascertain and determine the true cash value of each vessel hereinbefore described and the personal property located thereon and used in the operation thereof. Every person, firm or corporation owning any such vessel or vessels shall be entitled, on motion, to a hearing before said Board at some time between the first day of April and the first day of May, relating to the value of said property, but such hearing shall not impair nor affect the right to a subsequent hearing before the state board of equalization. The value of said property shall be fixed as of the time and in the same manner that the value of the general property of the state is ascertained and determined.

SEC. 5. The said Board shall prepare an assessment roll and place thereon the name of each vessel, the actual value thereof and of the personal property located thereon and the name of the person, firm or corporation owning the same, and shall submit said assessment roll to the state board of equalization at its annual meeting held for the purpose of equalizing the assessed value of the taxable property of the state. Any person, firm or corporation interested may appear and be heard as to said assessment, and the state board of equalization may, on application or of its own motion, correct the valuation or assessment of such property in such manner as will, in its judgment, make the

valuation thereof just and relatively equal with the valuation of the general property of the state: *Provided, however,* That the assessed value of such property, as it appears on said assessment roll, shall not be increased without notice by registered mail to the person, firm or corporation owning or operating the same that such increase is contemplated, which notice shall designate a time for a hearing in relation thereto,

SEC. 6. On the completion of the equalization of such property with the general property of the state by the state board of equalization it shall be the duty of the State Board of Tax Commissioners to certify the equalized valuation thereof, together with a description of the property and the name of the owner or owners thereof, to the assessor of the county in which the said property should be taxed under the laws of the state, and each assessment so certified shall be placed upon the tax rolls of said county and the taxes extended against the same as against other property in the same taxing districts.

COLLECTIONS

PRIVILEGE TAX ON EXPRESS COMPANIES FOR THE YEARS ENDING MARCH 31, 1915, AND MARCH 31, 1916.

NAME OF COMPANY	Gross receipts	State tax five (5) per cent.
For year 1915.		
American Express Company.....	\$80,622 09	\$4,031 10
Great Northern Express Company.....	287,969 99	14,398 50
Northern Express Company.....	580,953 98	29,047 70
Wells Fargo & Company.....	73,614 47	3,680 72
Western Express Company.....	194 15	9 71
Totals.....	\$1,023,354 68	\$51,167 73
For year 1916.		
American Express Company.....	\$79,402 00	\$3,970 10
Great Northern Express Company.....	274,732 28	13,736 61
Northern Express Company.....	582,229 61	29,111 48
Wells Fargo & Company.....	76,053 95	3,802 70
Western Express Company.....	179 25	8 96
Totals.....	\$962,597 09	\$48,129 85
RECAPITULATION		
Totals, 1915	\$1,023,354 68	\$51,167 73
Totals, 1916	962,597 09	48,129 85
Grand totals.....	\$1,985,951 77	\$99,297 58

PRIVILEGE TAX ON PRIVATE CAR COMPANIES FOR THE YEAR ENDING MARCH 31, 1915.

NAME OF COMPANY	Gross receipts	State tax seven (7) per cent.
American Refrigerator Transit Company.....	\$3,273 06	\$229 11
Archer-Daniels Linseed Company.....	29	02
Armour & Company.....	872 08	26 05
Associated Oil Company.....	218 95	15 33
Barrett Manufacturing Company.....	9 93	70
British Columbia Sugar Refining Co., Ltd., The.....	25 02	1 75
California Oilfields, Ltd.....	9 95	70
Carstens Packing Company.....	240 90	16 86
Central Fruit Despatch.....	84 17	5 89
Cleveland Provision Car Company.....	7 98	56
Frisco Refrigerator Line.....	138 66	9 71
Fruit Growers Express, Inc.....	13 20	92
Frye & Company.....	36 23	2 54
Heinz Company, H. J.....	142 14	9 95
Houghton Logging Company, L.....	10 90	77
Live Poultry Transit Company, The.....	6 30	44
Midland Linseed Despatch.....	77 70	5 44
Pacific Ammonia & Chemical Company.....	107 20	7 50
Pacific Fruit Express Company.....	1,013 30	70 93
Rumely Company, M.....	2 52	18
Seattle Brewing & Malting Company.....	99 36	6 96
Shell Company of California, Inc.....	465 50	32 58
Shippers' Refrigerating Car Company.....	7 48	52
Streets Western Stable Car Line.....	8 44	59
Swift Refrigerator Transportation Company.....	235 00	16 45
Union Meat Company.....	66 48	4 65
Union Oil Company of California.....	1,318 91	92 32
Union Refrigerator Transit Company.....	500 00	35 00
Union Tank Line Company.....	10,575 48	740 28
Western Chemical Manufacturing Company.....	21 69	1 52
Totals.....	\$19,086 82	\$1,236 22

**PRIVILEGE TAX ON PRIVATE CAR COMPANIES FOR THE YEAR
ENDING MARCH 31, 1916.**

NAME OF COMPANY	Gross receipts	State tax seven (7) per cent.
Albers Brothers Milling Company.....	\$12 73	\$0 80
Archer-Daniels Linseed Company.....	45	03
Associated Oil Company.....	48 37	3 38
Carstens Packing Company.....	212 97	14 90
Frisco Refrigerator Line.....	229 19	16 04
Frye & Company.....	345 82	24 21
Heinz Company, H. J.....	204 53	14 32
Houghton Logging Company, L.....	1 10	08
Midland Linseed Despatch.....	6 82	47
Pacific Ammonia & Chemical Company.....	76 28	5 34
Pacific Fruit Express Company.....	985 21	68 96
Rucker Brothers	26 09	1 83
Shady Brook Milling Company.....	131 86	9 23
Shell Company of California.....	423 15	29 62
Streets Company, The.....	19 20	1 34
Swift Refrigerator Transportation Company.....	250 00	17 50
Union Oil Company of California.....	1,378 70	96 51
Union Refrigerator Transit Company.....	500 00	35 00
Union Tank Line Company.....	12,030 26	842 12
Warren Construction Company.....	19 06	1 33
Totals.....	\$16,901 79	\$1,183 10
RECAPITULATION		
Totals, 1915	\$19,088 82	\$1,336 22
Totals, 1916	16,901 79	1,183 10
Grand totals.....	\$35,990 61	\$2,519 32

VALUE OF PROPERTY ESCHEATED TO THE STATE OF WASHINGTON FOR THE BIENNIAL PERIOD OCTOBER 1, 1914, TO SEPTEMBER 30, 1916.

NAME OF DECEASED	County	Amount of cash escheated	Appraised value of real and personal property (other than cash) escheated	Date of death	Date paid
Hadfield, Fred W.....	Pierce.....	\$2 21	.....	Jan. 1, 1913	Oct. 7, 1914
Benson, John	Spokane....	36 55	.....	July 27, 1905	Nov. 9, 1914
Parsons, John	Spokane....	180 31	.....	Mar. 21, 1912	Nov. 27, 1914
Cooney, John	King.....	762 12	.....	Nov. 22, 1911	Nov. 27, 1914
Haggard (Heegard), Henry	Snohomish..	1,682 73	.....	Mar. 5, 1913	Dec. 23, 1914
McKeen, Anciel L.....	Thurston...	252 56	.....	May 10, 1913	Dec. 23, 1914
Ross, William J.....	Mason.....	75 71	.....	.....	Dec. 31, 1914
Stimley, P. F.....	Douglas.....	.....	\$13,000 00	(Absentee)....	Jan. 4, 1915
Steever, Benjamin	Klickitat....	46 00	.....	Oct. 24, 1904	Jan. 25, 1915
Vigilio, Filippi	King.....	18 06	.....	Mar. 5, 1912	Feb. 17, 1915
Raymond, Walter I.....	Pend Oreille	16 00	.....	July 15, 1912	Feb. 18, 1915
Hooker, John	Wahkiakum	270 00	.....	.....	Mar. 11, 1915
Fassar, Martin	Yakima.....	471 44	.....	July 29, 1909	Mar. 20, 1915
Saunders, George	Snohomish..	124 00	.....	Oct. 25, 1908	Apr. 23, 1915
Stuckey, James	Olallam.....	209 88	.....	Feb. 17, 1911	May 3, 1915
Mannerling, Patrick	Pierce.....	204 36	.....	Dec. 26, 1913	May 13, 1915
Thalley, John	Pierce.....	60 13	.....	July 25, 1913	June 3, 1915
Sherwin, D. O.....	Pierce.....	12 24	.....	Feb. 28, 1912	June 5, 1915
Smithies, William	King.....	9 50	.....	.....	June 18, 1915
Malloy, Patrick	King.....	4,300 04	.....	Oct. 13, 1913	June 21, 1915
Thompson, Cassel	Pierce.....	48 61	.....	.....	June 25, 1915
Erickson, John Martin..	Snohomish..	155 75	.....	May 24, 1913	June 28, 1915
McCaffery, J. F.....	Snohomish..	28 33	.....	June 9, 1913	July 26, 1915
Giminez, Antonio	King.....	41 62	.....	Sept. 27, 1913	July 26, 1915
McCarron, Hugh	King.....	84 15	.....	Mar. 5, 1913	July 26, 1915
Miller, Anna	King.....	2 63	1,650 00	.....	Aug. 3, 1915
Doran, J. W.....	King.....	871 26	400 00	July 17, 1913	Aug. 6, 1915
Frazer, William J.....	King.....	44 30	.....	June 29, 1913	Aug. 10, 1915
Campbell, J. C.....	Yakima.....	32 63	.....	Oct. 20, 1913	Sept. 9, 1915
Robison, Sam	King.....	225 15	.....	.....	Sept. 16, 1915
Benson, John	Spokane....	36 55	.....	July 27, 1905	Oct. 18, 1915
Miller, Theodore	Spokane....	5,685 75	.....	Mar. 14, 1911	Nov. 4, 1915
Dulgnan, John H.....	Adams.....	680 26	.....	Oct. 1, 1913	Nov. 8, 1915
Califero, Joseph	Spokane....	18 88	.....	.....	Nov. 23, 1915
Yarlett, James	Pacific.....	215 41	1,770 00	Dec. 15, 1913	Jan. 10, 1916
Heintz, Albert W.....	King.....	541 70	.....	Oct. 3, 1914	Feb. 2, 1916
Stanton, John	Snohomish..	517 71	.....	Dec. 10, 1910	Feb. 9, 1916
Todd, William D.....	Mason.....	238 83	.....	Sept. 15, 1910	Feb. 9, 1916
Iverson, Edward	Snohomish..	94 06	.....	May 25, 1914	Feb. 14, 1916
Hughes, Larry	Spokane....	60 70	.....	Aug. 1, 1914	Feb. 25, 1916
Munson, William	King.....	284 51	.....	Apr. 17, 1913	Mar. 1, 1916
Fay, Thomas	Cowlitz....	141 13	.....	July 2, 1907	Mar. 27, 1916
Suder, Nels Jensen.....	Walla Walla	4 30	.....	Jan. 27, 1914	Mar. 27, 1916
Grocherlok, Frank	King.....	50 00	.....	Aug. 20, 1914	Mar. 29, 1916
Martin, Peter	King.....	129 64	.....	Mar. 31, 1914	Apr. 20, 1916
Smart, Peter	Whatcom...	16 75	.....	.....	Apr. 20, 1916
Blithorn, George	Skagit.....	72 00	.....	Sept. 22, 1909	May 23, 1916
Conroy, Peter	Pierce.....	255 84	.....	Oct. 23, 1914	May 29, 1916
Davies, Thomas	King.....	113 49	1,050 00	Feb. 16, 1914	June 5, 1916
Baer, Frank	Thurston...	158 00	.....	.....	June 29, 1916
Ostigny, Louis D.....	King.....	261 04	.....	Aug. 2, 1910	June 30, 1916
Langan, John	King.....	4 63	.....	Sept. 10, 1913	June 30, 1916
Gudanviski, John	King.....	613 40	.....	Nov. 25, 1914	Aug. 30, 1916
Sinclair, John	Thurston...	1 00	.....	.....	Sept. 23, 1916
Total for biennium.....		\$20,514 38	\$17,870 00		

**COLLECTIONS ON ACCOUNT OF INHERITANCE TAX FOR
BIENNIAL PERIOD OCTOBER 1, 1914, TO
SEPTEMBER 30, 1916, INCLUSIVE.**

Year ending September 30, 1915.....	\$136,549 71
Year ending September 30, 1916.....	197,246 33
Total.....	\$333,796 04

**COLLECTIONS ON ACCOUNT OF STATE LIQUOR LICENSES IS-
SUED FOR BIENNIAL PERIOD OCTOBER 1, 1914, TO
SEPTEMBER 30, 1916, INCLUSIVE.**

Year ending September 30, 1915.....	\$46,464 83
Year ending September 30, 1916.....	18,896 87
Total.....	\$65,360 70

RECAPITULATION.

COLLECTIONS FOR BIENNIUM ENDING SEPTEMBER 30, 1916.

Privilege tax on express companies.....	\$99,297 58
Privilege tax on private car companies.....	2,519 32
Liquor licenses (State).....	65,360 70
Inheritance taxes	333,796 04
Cash escheats	20,514 38
Total collections.....	\$521,487 02

COMPARATIVE STATEMENT

Showing Assessed Valuation of all Real Property, Personal Property and Steam Railroads in State of Washington, as Equalized by State Board of Equalization for Years 1891 to 1916 Inclusive; Also Amount Levied Against Counties for State and School Purposes.

ASSESSED VALUE OF STEAM RAILROADS.

YEAR	Assessed valuation	Increase valuation over year 1891	Decrease valuation under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$12,014,708				
1892.....	14,681,958	\$2,617,250		21.78	
1893.....	17,268,246	5,258,588		43.73	
1894.....	15,926,061	3,911,353		32.55	
1895.....	15,275,654	8,260,946		27.14	
1896.....	15,179,925	3,165,217		26.34	
1897.....	23,547,962	11,583,244		95.99	
1898.....	23,046,276	11,061,568		91.82	
1899.....	23,684,820	11,620,112		96.72	
1900.....	24,408,568	12,398,855		103.16	
1901.....	19,878,457	7,863,749		65.45	
1902.....	20,604,659	8,336,413		69.39	
1903.....	22,055,616	10,040,908		83.57	
1904 *.....	26,856,735	14,842,027		123.53	
1905.....	26,789,655	14,774,947		122.97	
1906 *.....	42,750,883	30,785,675		255.82	
1907.....	43,608,546	31,588,838		262.92	
1908 *.....	84,642,849	72,627,641		604.49	
1909.....	94,587,690	82,552,982		687.10	
1910.....	100,157,754	88,143,046		733.63	
1911.....	132,458,414	120,443,706		1,002.46	
1912.....	135,522,077	123,507,369		1,027.96	
1913.....	135,218,180	123,198,472		1,025.39	
1914.....	137,533,331	125,523,623		1,044.75	
1915.....	140,595,186	128,580,478		1,070.19	
1916.....	138,658,189	126,638,480		1,054.08	

* Value shown on pages 22 and 23, First Annual Report, includes unfinished right-of-way—hence difference in figures.

ASSESSED VALUE OF PERSONAL PROPERTY.

(Exclusive of steam railroads.)

YEAR	Assessed valuation	Increase valuation over year 1891	Decrease valuation under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$52,148,599	.....	.....	.....	.....
1892.....	39,469,247	.....	\$12,679,352	.....	24.32
1893.....	38,640,690	.....	18,507,909	.....	25.90
1894.....	26,635,749	.....	25,512,850	.....	48.92
1895.....	28,782,607	.....	28,365,992	.....	54.39
1896.....	22,512,338	.....	29,666,261	.....	56.88
1897.....	34,895,589	.....	17,253,010	.....	33.08
1898.....	33,028,967	.....	19,119,682	.....	36.66
1899.....	33,373,408	.....	18,775,191	.....	36.00
1900.....	35,344,965	.....	16,808,634	.....	32.22
1901.....	51,485,357	.....	668,242	.....	1.27
1902.....	42,134,545	.....	10,014,054	.....	19.20
1903.....	50,233,958	.....	1,914,646	.....	3.67
1904.....	51,756,911	.....	391,688	.....	0.75
1905.....	57,668,000	\$5,514,401	.....	10.57	.....
1906.....	70,828,381	18,679,732	.....	35.82	.....
1907.....	91,484,401	39,835,802	.....	75.48	.....
1908.....	96,982,506	44,788,906	.....	85.88	.....
1909.....	102,076,485	49,927,886	.....	95.74	.....
1910.....	113,823,195	61,174,506	.....	117.81	.....
1911.....	119,787,098	67,588,499	.....	129.61	.....
1912.....	117,949,520	65,800,921	.....	126.18	.....
1913.....	122,350,549	70,201,950	.....	134.62	.....
1914.....	123,855,686	71,707,067	.....	137.51	.....
1915.....	122,756,428	70,607,829	.....	135.40	.....
1916.....	124,680,847	72,482,248	.....	138.99	.....

ASSESSED VALUE OF REAL PROPERTY.

(Exclusive of steam railroads.)

YEAR	Assessed valuation	Increase valuation over year 1891	Decrease valuation under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$206,867,742	.....	.....	.....	.....
1892.....	234,172,852	.....	\$32,694,890	.....	12.25
1893.....	227,201,096	.....	39,666,646	.....	14.86
1894.....	183,663,372	.....	83,184,370	.....	31.17
1895.....	165,132,116	.....	101,735,626	.....	38.12
1896.....	166,985,405	.....	99,882,337	.....	37.43
1897.....	167,687,243	.....	99,180,499	.....	37.16
1898.....	170,921,051	.....	95,946,951	.....	35.95
1899.....	172,129,311	.....	94,738,431	.....	35.60
1900.....	177,822,995	.....	89,044,747	.....	33.37
1901.....	188,816,920	.....	78,050,822	.....	29.25
1902.....	198,200,984	.....	68,666,808	.....	25.73
1903.....	204,699,000	.....	62,168,742	.....	23.30
1904.....	219,847,333	.....	47,020,409	.....	17.62
1905.....	244,069,870	.....	22,777,872	.....	8.54
1906.....	416,631,168	\$149,768,426	.....	56.12	.....
1907.....	437,962,561	171,114,889	.....	64.12	.....
1908.....	567,019,068	300,151,346	.....	112.47	.....
1909.....	598,775,651	326,907,909	.....	122.50	.....
1910.....	692,766,995	425,899,253	.....	159.59	.....
1911.....	702,980,422	436,062,680	.....	163.40	.....
1912.....	751,614,654	484,746,912	.....	181.64	.....
1913.....	756,911,298	490,043,556	.....	183.63	.....
1914.....	764,066,875	497,199,133	.....	186.31	.....
1915.....	768,004,289	496,136,544	.....	185.91	.....
1916.....	721,502,375	454,634,633	.....	179.36	.....

ASSESSED VALUE OF REAL AND PERSONAL PROPERTY.
(Exclusive of steam railroads.)

YEAR	Assessed valuation	Increase valuation over year 1891	Decrease valuation under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$319,016,341	.....	.....	.....	.....
1892.....	273,642,099	.....	\$45,374,242	.....	14.22
1893.....	265,841,786	.....	58,174,555	.....	16.67
1894.....	210,319,121	.....	108,607,220	.....	34.07
1895.....	188,914,723	.....	130,101,618	.....	40.76
1896.....	189,497,743	.....	129,518,598	.....	40.60
1897.....	202,582,832	.....	116,433,509	.....	36.49
1898.....	208,950,018	.....	115,066,323	.....	36.07
1899.....	205,502,719	.....	113,513,622	.....	35.56
1900.....	218,167,960	.....	106,848,381	.....	33.16
1901.....	240,302,277	.....	78,714,064	.....	24.67
1902.....	240,335,479	.....	78,680,862	.....	24.66
1903.....	254,962,953	.....	64,063,388	.....	20.08
1904.....	271,604,244	.....	47,412,097	.....	14.86
1905.....	301,752,870	.....	17,263,471	.....	5.41
1906.....	487,459,499	\$168,443,158	.....	52.80	.....
1907.....	529,466,982	210,450,641	.....	65.97	.....
1908.....	663,951,598	344,935,252	.....	108.12	.....
1909.....	695,852,136	376,835,795	.....	118.12	.....
1910.....	806,090,190	487,073,849	.....	152.68	.....
1911.....	822,667,820	503,651,179	.....	157.85	.....
1912.....	869,564,174	550,547,833	.....	172.57	.....
1913.....	879,261,847	560,245,506	.....	175.62	.....
1914.....	887,922,611	568,906,270	.....	178.33	.....
1915.....	885,760,714	566,744,373	.....	177.65	.....
1916.....	846,133,222	527,116,881	.....	165.23	.....

TOTAL ASSESSED VALUATION REAL AND PERSONAL PROPERTY.
(Including steam railroads.)

YEAR	Assessed valuation	Increase valuation over year 1891	Decrease valuation under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$331,081,039	.....	.....	.....	.....
1892.....	283,274,057	.....	\$42,756,982	.....	12.92
1893.....	283,110,082	.....	47,921,007	.....	14.48
1894.....	226,245,182	.....	104,785,857	.....	31.65
1895.....	204,190,377	.....	126,840,662	.....	38.32
1896.....	204,677,668	.....	126,353,371	.....	38.17
1897.....	226,130,784	.....	104,900,255	.....	31.69
1898.....	226,996,294	.....	104,084,745	.....	31.43
1899.....	229,137,539	.....	101,898,500	.....	30.78
1900.....	237,576,523	.....	98,454,516	.....	28.23
1901.....	260,180,784	.....	70,850,305	.....	21.40
1902.....	260,940,138	.....	70,090,901	.....	21.17
1903.....	276,988,569	.....	54,042,470	.....	16.33
1904.....	298,460,979	.....	32,570,080	.....	9.84
1905.....	328,542,525	.....	2,488,514	.....	0.75
1906.....	530,209,882	\$199,178,843	.....	60.17	.....
1907.....	573,070,528	242,069,489	.....	73.12	.....
1908.....	748,593,942	417,562,908	.....	126.14	.....
1909.....	790,419,826	459,388,787	.....	138.78	.....
1910.....	906,247,944	575,216,905	.....	173.77	.....
1911.....	955,125,934	624,094,895	.....	188.53	.....
1912.....	1,005,066,251	674,055,212	.....	203.62	.....
1913.....	1,014,475,027	683,443,988	.....	206.46	.....
1914.....	1,025,460,942	694,429,903	.....	209.78	.....
1915.....	1,026,355,900	695,324,861	.....	210.05	.....
1916.....	984,786,410	653,755,371	.....	197.49	.....

AMOUNT LEVIED AGAINST COUNTIES FOR STATE GENERAL,
STATE SCHOOL, STATE MILITARY, INTEREST ON BONDS,
PUBLIC HIGHWAY AND PERMANENT HIGHWAY.

STATE GENERAL TAX.

YEAR	Amount levied	Increase over year 1891	Decrease under year 1891	Percentage of increase over year 1891	Percentage of decrease under year 1891
1891.....	\$998,098	.....	.....	.....	.....
1892.....	720,685	.....	\$272,408	.....	27.43
1893.....	835,175	.....	157,918	.....	15.90
1894.....	648,870	.....	344,223	.....	34.66
1895.....	612,570	.....	380,523	.....	38.32
1896.....	626,615	.....	366,478	.....	36.90
1897.....	587,940	.....	405,158	.....	40.80
1898.....	544,789	.....	448,304	.....	45.14
1899.....	572,829	.....	420,264	.....	42.32
1900.....	522,662	.....	470,431	.....	47.37
1901.....	572,400	.....	420,698	.....	42.36
1902.....	574,067	.....	419,026	.....	42.19
1903.....	692,471	.....	300,622	.....	30.27
1904.....	746,151	.....	246,942	.....	24.57
1905.....	821,356	.....	171,787	.....	17.29
1906.....	954,879	.....	38,714	.....	8.90
1907.....	1,719,210	\$726,117	.....	73.12	.....
1908.....	1,197,750	204,657	.....	20.61	.....
1909.....	2,371,259	1,378,166	.....	138.78	.....
1910.....	1,908,120	910,027	.....	91.64	.....
1911.....	2,005,764	1,012,671	.....	101.97	.....
1912.....	1,286,256	243,163	.....	24.48	.....
1913.....	3,048,425	2,050,382	.....	206.46	.....
1914.....	2,528,159	1,585,066	.....	154.57	.....
1915.....	1,289,097	296,004	.....	29.81	.....
1916.....	1,826,578	883,485	.....	88.96	.....

STATE SCHOOL TAX.

YEAR	Amount levied	Increase over year 1895	Decrease under year 1895	Percentage of increase over year 1895	Percentage of decrease under year 1895
1895.....	\$646,600	.....	.....	.....	.....
1896.....	655,490	\$8,890	.....	1.37	.....
1897.....	610,558	.....	\$36,047	.....	5.57
1898.....	590,189	.....	56,411	.....	8.72
1899.....	859,262	212,662	.....	32.89	.....
1900.....	902,785	256,185	.....	39.62	.....
1901.....	1,800,902	654,802	.....	101.19	.....
1902.....	1,804,701	658,101	.....	101.78	.....
1903.....	1,884,945	738,345	.....	114.19	.....
1904.....	1,492,802	845,702	.....	130.79	.....
1905.....	1,642,712	996,112	.....	154.06	.....
1906.....	1,723,181	1,076,581	.....	166.50	.....
1907.....	1,719,210	1,072,610	.....	165.88	.....
1908.....	1,871,484	1,224,884	.....	189.43	.....
1909.....	1,976,049	1,329,449	.....	205.61	.....
1910.....	1,975,621	1,329,021	.....	205.54	.....
1911.....	1,910,252	1,263,652	.....	195.43	.....
1912.....	1,909,664	1,263,064	.....	195.33	.....
1913.....	1,927,508	1,280,908	.....	198.10	.....
1914.....	2,022,527	1,375,927	.....	212.79	.....
1915.....	2,062,555	1,415,955	.....	218.96	.....
1916.....	2,073,418	1,426,818	.....	220.66	.....

COMPARATIVE STATEMENT showing amount of taxes levied against steam railroads, electric railways and all other property in the state for all purposes—state, county and municipal—for years 1904 to 1915, inclusive; also percentage of increase.

YEAR	Taxes levied against electric railways	Percent- age of increase over 1904	Taxes levied against steam railroads	Percent- age of increase over 1904	Taxes levied against all property exclusive of steam rail- roads and electric railways	Percent- age of increase over 1904
1904.....			\$ 26 08		\$0 00 28	
1905.....	\$180,880 41		1, 54 38	25.92	12 51 80	22.39
1907.....	368,702 68	174.05	1, 44 54	74.51	16 29 69	71.80
1908.....	398,698 80	204.61	2, 09 08	108.58	17 09 83	83.52
1909.....	407,658 87	217.79	2, 92 39	234.27	21 25 07	124.13
1910.....	402,028 50	207.15	2, 22 19	228.50	24 28 15	147.23
1911.....	422,927 80	228.12	3, 09 61	344.52	24 57 64	156.81
1912.....	456,873 51	248.67	3, 96 19	370.53	26 50 70	176.65
1913.....	501,004 49	261.53	4, 63 10	482.47	32 03 11	238.98
1914.....	537,060 89	286.73	4, 45 42	445.19	31 50 50	235.17
1915.....	588,516 52	334.24	4, 28 88	445.19	32 58 51	232.08

TABLE SHOWING TAXES PAID BY STEAM RAILROADS, TOTAL TAXES PAID IN EACH COUNTY AND THE PERCENTAGE OF TAXES PAID BY STEAM RAILROADS, YEAR 1916.

COUNTIES	Taxes paid by steam railroads for 1916 in the State of Washington by counties	Total taxes paid by counties for 1916	Percentage of total taxes paid by steam railroads
Adams	\$188,709 82	\$447,105 14	41.09
Asotin	141,945 34	149,823 76	.....
Benton	106,411 14	800,779 05	39.34
Chelan	44,951 11	610,819 44	17.45
Columbia	87,201 91	270,226 04	16.63
Douglas	40,787 40	309,549 44	12.02
Ferry	146,423 89	135,856 34	29.99
Franklin	7,865 59	287,476 65	50.93
Garfield	161,896 32	160,940 00	4.58
Grant	175,842 46	474,424 62	34.12
Kittitas	108,687 74	543,688 37	32.34
Klickitat	124,687 71	335,158 54	32.43
Lincoln	75,298 84	605,284 67	20.59
Okanogan	59,338 85	402,007 90	18.73
Pend Oreille	390,382 69	231,584 84	25.63
Spokane	55,087 24	3,839,289 15	10.17
Stevens	154,453 21	440,998 07	12.48
Walla Walla	230,006 09	914,533 04	16.89
Whitman	140,479 57	981,481 34	23.50
Yakima		1,125,179 98	12.49
Total East Side.....	\$2,885,464 89	\$12,625,656 38	Average 18.89
Clallam	\$10,314 77	\$492,641 66	2.09
Clarke	91,678 45	657,183 22	13.95
Cowlitz	84,090 73	406,538 10	16.63
Grays Harbor	90,288 51	1,869,448 39	6.59
Island	12,866 07	95,944 99	.....
Jefferson	623,616 29	236,287 16	4.49
King	716 47	11,478,180 44	5.43
Kitsap	126,152 13	336,549 67	.21
Lewis	8,067 89	968,088 84	13.45
Mason	33,556 99	227,827 89	3.54
Pacific	258,069 13	608,751 41	5.51
Pierce		3,435,677 42	7.37
San Juan	137,297 72	60,474 59	.....
Skagit	59,784 63	315,838 13	16.83
Skamania	331,216 89	166,810 80	35.84
Snohomish	115,423 53	1,705,581 90	19.42
Thurston	839 51	525,339 33	21.97
Wahkiakum	124,000 78	98,777 77	.85
Whatcom		1,118,440 82	11.09
Total West Side.....	\$2,102,963 49	\$24,822,832 53	Average 8.47
Grand Totals.....	\$4,488,433 38	\$37,448,588 91	Average 11.965

STATEMENT showing assessed and actual value of all property in the State of Washington, by counties; total amount of taxes levied against each county, and rate of levy for years 1914 and 1915.

COUNTIES	Total amount of taxes levied for all purposes					AVERAGE RATE OF LEVY					Actual value basis (mills)	
	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915	1914	1915
Adams	\$20,538,277	\$22,142,728	\$49,888,049	\$53,614,340	\$450,806 08	\$447,105 14	30.19	31.95	9.06	8.34	1	8.34
Asotin	4,175,890	4,232,000	9,130,527	9,238,974	153,023 90	149,823 76	25.23	26.65	10.76	10.14	2	10.14
Benton	14,089,049	13,878,161	31,909,023	31,327,070	389,492 61	360,779 06	29.00	24.10	10.64	11.82	3	11.82
Chelan	19,783,928	19,066,740	43,073,129	43,510,489	555,110 51	610,319 44	31.08	28.05	12.71	14.08	4	14.08
Clallam	14,005,206	14,682,046	29,212,580	29,265,289	422,532 51	492,641 66	33.67	23.98	14.47	16.83	5	16.83
Clatsop	13,107,043	15,102,147	44,154,413	44,076,005	623,716 91	657,133 22	45.34	41.45	14.24	14.91	6	14.91
Columbia	8,253,882	8,075,000	22,743,477	22,245,422	279,307 38	270,235 04	33.46	33.84	12.28	12.15	7	12.15
Cowlitz	9,541,513	9,348,806	32,278,477	31,069,380	397,546 72	406,558 10	43.36	41.60	12.32	12.80	8	12.80
Douglas	10,456,768	10,429,838	36,400,224	36,386,814	288,348 43	309,549 44	29.68	27.67	17.47	18.40	9	18.40
Ferry	8,416,176	8,374,406	7,476,837	7,884,019	130,621 59	135,855 34	40.26	38.24	11.08	11.24	10	11.24
Franklin	10,721,126	11,369,808	29,715,239	25,361,360	367,806 06	297,476 65	25.25	30.56	12.31	12.28	11	12.28
Garfield	4,406,886	4,509,072	12,835,218	13,107,765	158,231 66	160,040 00	35.60	35.91	10.24	12.60	12	12.60
Grant	15,280,639	15,006,544	36,224,006	37,600,302	391,561 72	474,424 02	31.49	25.61	14.05	15.94	13	15.94
Grays Harbor	41,836,060	40,468,579	89,337,028	86,993,533	1,392,365 46	1,399,443 39	33.84	30.85	22.27	22.34	14	22.34
Island	1,908,236	1,964,230	4,249,147	4,294,848	94,644 06	95,944 99	48.35	48.23	16.00	16.74	15	16.74
Jefferson	6,780,341	6,638,050	17,313,879	17,104,988	237,406 14	230,267 16	42.40	42.40	18.59	19.70	16	19.70
King	270,904,783	275,656,132	679,549,351	682,617,783	10,774,823 02	11,478,180 44	51.37	39.73	19.80	21.63	17	21.63
Kitsap	6,422,003	6,531,553	15,238,908	15,525,007	301,746 19	336,549 67	29.14	46.99	10.47	11.09	18	11.09
Kittitas	12,029,753	17,594,236	30,132,804	49,025,307	525,323 42	543,066 37	30.33	29.14	9.50	10.39	19	10.39
Klickitat	7,728,012	8,064,312	34,854,932	32,297,248	385,711 10	335,163 54	45.03	43.60	16.18	16.55	20	16.55
Lewis	20,452,359	20,391,646	55,996,337	56,680,578	922,025 06	933,033 84	24.51	45.08	10.06	9.83	21	9.83
Lincoln	24,443,211	25,718,445	59,617,537	61,234,390	699,194 70	696,234 67	28.03	24.51	14.60	15.67	22	15.67
Mason	5,618,401	5,461,439	14,023,709	14,006,038	219,236 73	227,327 39	41.40	39.02	17.90	19.65	23	19.65
Okanogan	7,710,739	8,102,594	19,511,103	20,422,103	349,171 13	402,007 30	49.61	45.23			24	

25	Pacific	14,448,246	14,086,809	37,411,810	36,416,760	571,150 75	608,751 41	39,538	43.31	15.27	16.72	25
26	Pend Oreille	6,428,982	6,052,214	15,884,806	14,908,984	219,899 89	231,534 84	34.13	33.26	13.86	15.53	26
27	Pierce	97,594,219	95,573,638	210,684,430	206,179,861	3,576,824 54	3,435,077 42	36.65	35.83	17.08	16.66	27
28	San Juan	1,587,500	1,525,160	3,919,901	3,784,516	59,206 95	60,474 59	37.29	39.65	15.10	15.98	28
29	Skagit	14,211,679	14,087,346	32,249,814	51,320,568	836,985 21	815,888 13	53.19	57.92	15.83	15.90	29
30	Skamania	4,364,744	4,558,922	11,517,706	11,689,544	142,661 87	166,810 80	32.09	36.59	12.39	14.27	30
31	Snohomish	40,149,803	39,739,077	96,338,223	95,526,613	1,674,086 83	1,705,581 90	41.69	42.92	17.37	17.85	31
32	Spokane	120,543,808	120,178,375	236,023,965	235,278,561	4,113,842 92	3,839,289 15	34.17	31.95	13.91	13.00	32
33	Stevens	8,944,496	8,969,285	23,127,345	23,113,747	439,459 81	440,998 07	49.13	49.17	15.62	15.69	33
34	Thurston	14,343,575	14,594,237	34,355,871	34,908,171	521,803 44	525,389 33	36.38	36.00	15.19	15.01	34
35	Wahkiakum	1,689,068	1,690,464	4,354,451	4,329,897	79,081 00	98,777 77	46.54	58.43	16.29	20.45	35
36	Walla Walla	30,862,120	31,390,563	74,098,727	75,097,045	768,685 52	914,588 04	24.91	29.13	10.37	12.18	36
37	Whatcom	26,249,476	26,326,463	70,468,889	70,580,326	1,224,653 87	1,118,440 82	46.65	42.43	17.38	15.85	37
38	Whitman	44,414,087	43,705,340	111,085,215	108,719,754	1,098,083 34	981,481 34	24.72	22.46	9.89	9.08	38
39	Yakima	37,251,980	37,767,055	74,953,582	75,990,053	1,271,652 99	1,125,179 93	34.14	29.79	16.97	14.81	39
	Totals	\$1,025,460,892	\$1,026,355,900	\$2,439,727,113	\$2,428,249,350	\$36,818,416 31	\$37,448,538 91	35.90	36.49	15.09	15.42	

STATEMENT showing total assessed valuation and amount of taxes levied for all purposes, state, county and municipal, State of Washington, years 1890 to 1915, inclusive.

YEAR	Amount of Taxes Levied for All Purposes, State, County and Municipal			Total Assessed Valuation of Real and Personal Property		
	Amount levied	Increase over year 1890	Percentage of increase over year 1890	Assessed valuation	Increase over 1890	Percentage of increase over year 1890
1890.....	\$3 19			97		
1891.....	4 01	\$971,872	28.01	99	2	32.12
1892.....	4 33	19.53		97	0	22.47
1893.....	5 05	1	37.44	92	15	30.10
1894.....	5 04	1	40.20	92	95	3.97
1895.....	5 12	1	53.18	77	20	45.17
1896.....	5 35	1	40.45	93	29	45.94
1897.....	5 49	1	50.95	94	87	3.91
1898.....	5 31	1	40.62	94	94	4.31
1899.....	5 39	2	59.93	90	42	5.29
1900.....	6 08	2	69.45	93	29	9.17
1901.....	7 19	3	93.22	94	37	19.56
1902.....	7 12	4	113.31	93	41	19.91
1903.....	9 28	4	142.53	99	72	27.29
1904.....	10 46	4	182.16	79	62	37.15
1905.....	11 02	7	194.74	25	28	50.98
1906.....	14 35	10	276.15	92	111	143.65
1907.....	16 87	14	304.96	29	21	163.34
1908.....	20 18	16	447.19	42	45	244.00
1909.....	24 76	21	569.15	26	29	263.22
1910.....	27 60	22	625.12	44	47	315.44
1911.....	29 35	25	677.22	94	67	233.91
1912.....	31 20	27	735.44	51	54	261.86
1913.....	33 31	34	985.70	27	39	266.15
1914.....	36 16	31	995.74	97	99	374.19
1915.....	37 39	33	902.61	99	92	373.99

* Decrease.

TABLE showing amount of inheritance taxes collected through probate proceedings in each county since the enactment of the inheritance tax law in 1901 to October 1, 1916.

<i>County</i>		<i>Amount</i>
1	King	\$549,167 95
2	Spokane	164,040 60
3	Pierce	161,591 44
4	Walla Walla	63,706 86
5	Whitman	38,485 51
6	Whatcom	28,461 96
7	Snohomish	26,228 90
8	Clarke	24,682 84
9	Lincoln	22,708 07
10	Thurston	19,717 81
11	Grays Harbor	19,592 93
12	Grant	17,257 82
13	Lewis	16,945 72
14	Yakima	16,696 52
15	Columbia	16,619 90
16	Skagit	14,601 27
17	Adams	11,253 01
18	Kittitas	10,354 02
19	Cowlitz	8,704 02
20	Clallam	6,540 32
21	Garfield	5,691 10
22	Klickitat	5,397 70
23	Pacific	5,253 10
24	Kitsap	5,193 27
25	San Juan	5,167 67
26	Benton	5,036 76
27	Chelan	5,027 80
28	Island	4,241 30
29	Jefferson	4,095 03
30	Stevens	3,714 54
31	Mason	3,496 69
32	Okanogan	3,351 56
33	Douglas	3,004 77
34	Asotin	2,949 27
35	Wahkiakum	1,662 54
36	Skamania	907 03
37	Franklin	796 74
38	Ferry	296 43
39	Pend Oreille	241 42
Corporation stock transfers non-resident decedents		33,745 05
Total.....		\$1,336,627 24

STATEMENT showing amount of state school tax apportioned to each county in the state; the amount of permanent highway tax credited to each county, and the total amount of tax levied against various counties by the state for all purposes, state general, state school, military, permanent highway and state institutions of higher education, for the year 1915.

COUNTIES	STATE SCHOOL TAX				PERMANENT HIGHWAY TAX		Total amount of state taxes levied against each county for all purposes, state general, military, permanent highway, public high-way and state institutions of higher education	Total amount received by each county from the state, account state school and permanent highway funds	Amount received by state in excess of amount of state school and permanent way tax paid by each county	Amount received by each county in excess of amount paid state
	Amount levied against each county	Amount apportioned to each county (January to December, inclusive)	Amount paid to state in excess of amount received by each county	Amount received by each county in excess of amount paid to state	Amount levied against each county by state	Amount credited each county by state, exclusive of deposit interest				
1 Adams	\$45,540	\$80,490	\$15,050	.....	\$84,155	\$84,155	\$159,390	\$64,645	\$94,745	.....
2 Asotin	7,896	20,406	.....	\$12,520	5,914	5,914	27,600	26,820	1,280	.....
3 Benton	26,610	25,884	726	.....	19,957	19,957	96,134	45,841	47,293	.....
4 Chelan	36,953	47,844	.....	10,896	27,713	27,713	129,352	75,562	53,790	.....
5 Clallam	24,859	20,405	4,453	.....	18,643	18,643	87,003	39,046	47,955	.....
6 Clarke	37,493	75,744	.....	38,306	28,078	28,078	131,034	108,322	27,212	.....
7 Columbia	18,895	21,101	.....	2,206	14,172	14,172	66,133	35,273	30,860	.....
8 Cowlitz	26,917	37,899	.....	10,982	20,133	20,133	94,209	59,067	36,122	.....
9 Douglas	22,371	27,146	.....	4,775	16,773	16,773	78,297	43,924	34,373	.....
10 Ferry	6,272	10,029	.....	3,757	4,704	4,704	21,962	14,733	7,219	.....
11 Franklin	21,729	14,063	7,661	.....	16,297	16,297	76,062	30,365	45,687	.....
12 Garfield	11,134	13,200	.....	2,066	8,350	8,350	38,963	21,550	17,418	.....
13 Grant	31,994	26,720	5,274	.....	23,995	23,995	111,978	50,715	61,263	.....
14 Grays Harbor	72,931	81,983	.....	9,002	54,736	54,736	255,433	136,719	118,714	.....
15 Island	3,643	14,999	.....	11,351	* 4,560	* 4,560	12,768	19,539	.....	\$6,791
16 Jefferson	14,529	17,131	.....	2,602	10,897	10,897	50,852	28,023	22,824	.....
17 King	494,875	618,419	.....	123,544	371,157	371,157	1,732,064	939,576	742,489	.....
18 Kitsap	13,137	43,233	.....	35,046	9,330	9,330	46,154	53,123	.....	11,969
19 Kittitas	41,042	46,732	.....	5,140	31,232	31,232	145,747	78,014	67,733	.....
20 Klickitat	27,399	27,031	318	.....	20,550	20,550	96,393	47,631	48,297	.....
21 Lewis	48,145	106,076	.....	56,931	36,103	36,103	163,506	141,134	27,322	.....

22	Lincoln	52,012	55,660	.....	3,648	39,009	182,044	94,689	87,375	.....	22
23	Mason	12,406	14,779	.....	2,873	9,304	43,419	24,083	19,336	.....	23
24	Okanogan	17,381	37,236	.....	19,855	13,085	60,882	50,271	10,561	.....	24
25	Pacific	30,982	38,179	.....	7,247	23,199	108,263	61,373	46,885	.....	25
26	Pend Oreille	12,682	12,762	.....	100	9,497	44,317	22,259	22,058	.....	26
27	Pierce	175,129	288,507	.....	113,378	181,347	612,962	419,864	198,098	.....	27
28	San Juan	3,215	9,188	.....	5,973	† 4,013	11,251	13,206	.....	1,955	28
29	Skagit	43,592	81,003	.....	37,411	32,694	152,571	113,697	.....	.....	29
30	Skamania	9,929	7,738	.....	.....	7,447	34,752	15,240	.....	.....	30
31	Snohomish	81,140	158,836	.....	77,696	60,855	283,991	219,691	64,300	.....	31
32	Spokane	250,510	336,570	.....	86,760	188,107	887,884	524,677	353,157	.....	32
33	Stevens	23,880	55,367	.....	31,457	17,910	88,579	73,277	10,302	.....	33
34	Thurston	29,727	53,244	.....	23,517	22,235	104,046	75,539	28,507	.....	34
35	Wahkiakum	4,102	7,622	.....	3,520	3,077	14,359	10,699	3,660	.....	35
36	Walla Walla	63,787	71,609	.....	7,822	47,841	223,256	119,450	108,806	.....	36
37	Whatcom	59,951	136,681	.....	78,730	44,963	209,823	181,644	28,184	.....	37
38	Whitman	92,346	102,861	.....	10,515	69,280	823,213	172,121	151,092	.....	38
39	Yakima	64,546	124,870	.....	60,324	48,410	225,911	173,280	52,631	.....	39
Totals.....		\$2,082,555	\$2,923,407	\$35,618	\$896,470	† \$1,550,347	\$7,218,942	\$4,473,754	\$2,765,908	\$20,715	

* Includes \$1,824 Public highway fund transferred by Chapter 104, Laws 1913.
† Includes \$1,607 Public highway fund transferred by Chapter 104, Laws 1913.
‡ Includes \$3,431 Public highway fund transferred by Chapter 104, Laws 1913.

STATEMENT showing amount of state school tax apportioned to each county in the state; the amount of permanent highway tax credited to each county, and the total amount of tax levied against various counties by the state for all purposes, state general, state school, military, permanent highway and state institutions of higher education, for the year 1916.

COUNTIES	STATE SCHOOL TAX				PERMANENT HIGHWAY TAX		Total amount of state taxes levied against each county for all purposes, state general, state school, military, permanent highway, public high-way and state institutions of higher education	Total amount received by each county from the state, account state school and permanent highway funds	Amount received by state in excess of amount of state school and permanent highway tax paid by each county	Amount received by each county in excess of amount paid state
	Amount levied against each county	Amount apportioned to each county (January to December, inclusive)	Amount paid to state in excess of amount received by each county	Amount received by each county in excess of amount paid to state	Amount levied against each county by state	Amount credited each county by state, exclusive of deposit interest				
1 Adams	\$46,150	\$30,232	\$15,918	.....	\$32,964	\$32,964	\$169,216	\$32,964	\$136,232	.....
2 Asotin	8,361	19,868	.....	\$11,507	5,972	5,972	30,658	17,479	13,179	.....
3 Benton	26,201	25,099	1,102	.....	18,715	18,715	96,069	18,715	77,354	.....
4 Chelan	34,802	47,925	.....	13,123	24,859	24,859	127,608	37,932	89,626	.....
5 Clallam	24,640	23,478	1,162	.....	17,600	17,600	90,346	17,600	72,746	.....
6 Clarke	37,673	76,188	.....	38,465	26,909	26,909	188,184	65,874	72,760	.....
7 Columbia	19,652	19,810	342	.....	14,087	14,087	72,059	14,087	58,022	.....
8 Cowlitz	27,260	37,908	.....	10,648	19,472	19,472	99,955	30,120	69,835	.....
9 Douglas	24,287	28,074	.....	3,787	17,848	17,848	89,061	21,135	67,916	.....
10 Ferry	6,367	10,454	.....	4,087	4,548	4,548	23,347	8,665	14,712	.....
11 Franklin	21,566	14,950	6,616	.....	15,404	15,404	79,074	15,404	63,670	.....
12 Garfield	11,761	13,204	.....	1,443	8,401	8,401	43,124	9,844	33,280	.....
13 Grant	32,317	26,777	5,540	.....	23,084	23,084	118,496	23,084	95,412	.....
14 Grays Harbor	72,323	84,615	.....	12,287	51,663	51,663	265,203	63,950	201,253	.....
15 Island	3,703	15,024	.....	11,321	* 4,403	* 4,403	13,573	15,739	.....	\$2,151
16 Jefferson	14,895	16,595	.....	1,700	10,639	10,639	54,613	12,339	42,274	.....
17 King	495,791	647,237	.....	151,466	354,137	354,137	1,817,901	505,603	1,312,298	.....
18 Kitsap	14,351	43,680	.....	24,329	10,251	10,251	52,621	44,560	8,041	.....
19 Kittitas	42,986	43,889	.....	5,903	30,704	30,704	157,616	36,607	121,009	.....
20 Klickitat	29,983	26,310	.....	.....	21,416	21,416	109,984	21,416	88,518	.....
21 Lewis	49,204	109,917	.....	60,713	35,146	35,146	180,415	95,839	84,556	.....
22 Lincoln	54,009	55,564	.....	955	39,007	39,007	200,234	39,007	160,272	.....

23	Mason	12,716	14,544	.....	1,828	9,063	9,063	9,063	46,625	10,911	35,714	.....	23
24	Okanogan	17,929	39,628	.....	21,699	12,806	12,806	12,806	65,740	34,506	31,235	.....	24
25	Pacific	30,718	39,723	.....	9,005	21,941	21,941	21,941	112,633	30,946	81,687	.....	25
26	Pend Oreille ..	12,513	13,303	.....	795	8,383	8,383	8,383	45,331	9,733	36,148	.....	26
27	Pierce	169,209	294,053	.....	124,849	120,963	120,963	120,963	620,451	245,712	374,719	.....	27
28	San Juan	3,267	9,410	.....	6,143	† 3,839	† 3,839	† 3,839	11,976	10,032	1,946	.....	28
29	Skagit	44,756	82,197	.....	37,441	31,963	31,963	31,963	164,104	69,409	94,695	.....	29
30	Skamania	11,104	7,847	.....	.....	7,932	7,932	7,932	40,716	7,932	32,784	.....	30
31	Snobornish	33,560	164,225	.....	80,635	59,636	59,636	59,636	303,367	140,351	163,036	.....	31
32	Spokane	245,020	333,738	.....	93,718	175,014	175,014	175,014	303,407	293,732	629,675	.....	32
33	Stevens	24,783	55,965	.....	31,182	17,702	17,702	17,702	90,370	43,884	41,986	.....	33
34	Thurston	30,177	53,817	.....	23,640	21,555	21,555	21,555	110,649	45,195	65,454	.....	34
35	Wahkiakum	4,103	7,336	.....	3,278	2,934	2,934	2,934	15,033	6,212	8,851	.....	35
36	Walla Walla ..	65,841	75,639	.....	9,793	47,029	47,029	47,029	241,419	56,827	184,592	.....	36
37	Whatcom	59,601	136,094	.....	76,493	42,572	42,572	42,572	213,536	119,065	99,471	.....	37
38	Whitman	36,201	102,067	.....	5,836	63,715	63,715	63,715	352,736	74,601	278,135	.....	38
39	Yakima	63,024	127,613	.....	64,594	45,017	45,017	45,017	231,033	109,611	121,477	.....	39
Totals.....		\$2,073,413	\$2,939,052	\$37,109	\$352,743	† \$1,434,323	† \$1,434,323	† \$1,434,323	\$7,602,515	\$2,437,076	\$5,167,590	\$2,161	

* Includes \$1,763 Public Highway Fund transferred per Chapter 104, Laws 1913.
† Includes \$1,556 Public Highway Fund transferred per Chapter 104, Laws 1913.
‡ Includes \$3,319 Public Highway Fund transferred per Chapter 104, Laws 1913.

COMPARATIVE STATEMENT showing the total amount of taxes levied for all purposes—state, county and municipal; the amount paid by public service corporations, and the amount borne by other property in the State of Washington for the years 1910, 1911, 1912, 1913, 1914 and 1915.

	YEAR 1910		YEAR 1911		YEAR 1912		YEAR 1913		YEAR 1914		YEAR 1915	
	Amount	Per-centage to total amo'nt levied	Amount	Per-centage to total amo'nt levied	Amount	Per-centage to total amo'nt levied	Amount	Per-centage to total amo'nt levied	Amount	Per-centage to total amo'nt levied	Amount	Per-centage to total amo'nt levied
LEVIED ON												
Railway track and right-of-way	\$2,334,146 99	8.62	\$3,281,582 75	11.30	\$3,333,240 07	10.68	\$4,137,194 11	10.80	\$3,968,079 88	10.70	\$3,916,193 90	10.46
Railway rolling stock, etc....	324,176 20	1.20	371,226 86	1.23	533,256 12	1.71	649,168 99	1.69	543,665 54	1.49	572,044 93	1.53
Telegraph lines and property	14,004 33	0.05	13,721 43	0.05	11,071 20	0.04	19,443 81	0.05	14,068 31	0.04	13,736 79	0.04
Telephone lines and property	124,243 93	0.46	159,442 99	0.55	201,023 26	0.64	246,537 26	0.64	195,779 26	0.53	233,776 29	0.64
Street railways	402,023 50	1.43	422,927 30	1.46	453,373 51	1.46	591,004 49	1.54	637,030 39	1.73	633,816 52	1.69
All other real property.....	20,455,312 31	75.53	21,095,615 57	72.67	22,974,561 02	73.63	23,056,939 20	73.24	26,841,131 42	72.90	27,511,942 56	73.46
All other personal property..	3,430,062 53	12.66	3,685,717 60	12.69	3,695,290 30	11.84	4,610,367 84	12.04	4,643,530 31	12.61	4,592,027 37	12.13
Total amount levied.....	\$27,063,979 34	100.00	\$29,030,234 55	100.00	\$31,204,320 43	100.00	\$39,311,130 70	100.00	\$36,313,416 31	100.00	\$37,443,533 91	100.00
DISTRIBUTED TO												
State general	\$1,925,973 23	7.11	\$2,007,972 30	6.92	\$1,243,776 83	3.99	\$3,063,630 49	3.00	\$2,557,272 01	6.94	\$1,302,542 34	3.48
State military	140,912 37	0.52	192,425 84	0.66	112,434 06	0.36	114,046 32	0.30	115,413 54	0.31	203,327 63	0.56
State highway, public.....	916,128 73	3.33	.....	.....	503,507 05	1.61	1,271,335 94	3.32	1,037,190 57	2.82	1,036,947 45	2.77
State highway, permanent...	.....	.....	951,995 26	3.23	1,005,532 17	3.22	1,529,494 73	3.90	1,543,933 37	4.21	1,552,052 07	4.15
State school	2,000,553 54	7.39	1,913,429 24	6.59	1,930,773 79	6.19	1,949,733 23	5.09	2,050,957 04	5.57	2,079,933 29	5.55
State institutions of higher education .....	.....	.....	.....	.....	1,061,232 74	3.40	1,074,236 72	2.80	1,033,973 93	2.93	1,039,052 05	2.91
County general (current ex-penses)	3,140,335 67	11.60	3,612,012 23	12.45	3,347,946 96	10.73	3,355,533 33	10.03	3,342,334 33	10.44	4,091,449 16	12.53
County road and bridge....	1,530,420 53	5.84	1,779,703 34	6.13	1,935,765 52	6.39	2,345,535 46	6.12	1,590,309 30	4.32	1,854,334 40	4.95

County school	2,584,097 55	9.54	2,681,459 80	9.24	2,758,713 08	8.84	2,781,671 76	7.26	2,844,064 26	7.72	2,927,411 68	7.82
County fair	5,845 23	0.02	7,059 11	0.02	8,806 68	0.02	7,684 09	0.02				
County soldiers' and sailors' relief	38,583 22	0.14	38,482 62	0.13	82,998 63	0.17	37,823 92	0.10	49,580 17	0.13	56,961 74	0.15
County bonds, interest	213,214 64	0.79	298,594 99	1.08	492,077 82	1.58	456,835 42	1.19	527,469 95	1.43	516,537 54	1.38
County indebtedness	219,198 72	0.81	246,183 54	0.85	122,892 44	0.39	342,170 46	0.89	370,726 13	1.01	115,953 25	0.31
County sinking	42,944 19	0.16	90,734 69	0.32	108,685 22	0.35	117,804 85	0.81	102,083 29	0.23	116,794 02	0.31
Road district	2,175,625 06	8.08	2,536,939 69	8.74	2,743,585 83	8.79	3,113,595 64	8.13	2,784,566 85	7.43	2,699,495 24	7.21
School district	4,688,354 09	17.33	5,379,532 09	18.53	5,658,677 92	18.13	6,768,010 62	17.65	7,212,664 75	19.59	7,276,925 60	19.43
River improvement district ..	55,451 00	0.20	54,577 89	0.19	63,530 61	0.20	238,602 64	0.78	282,198 51	0.77	285,242 62	0.76
Drainage district	67,876 17	0.25	76,698 75	0.26	91,777 63	0.29	144,713 96	0.38	97,961 88	0.27	119,532 89	0.32
Dike district	88,701 07	0.33	105,437 74	0.36	127,353 45	0.41	77,339 73	0.20	82,927 62	0.22	98,837 08	0.25
District horticultural	37,051 53	0.14	32,983 99	0.11	34,805 16	0.11						
Port district					340,906 39	1.25	456,433 04	1.19	328,746 85	0.89	306,483 65	0.93
Other county funds	123,336 94	0.45	189,154 72	0.65	40,400 18	0.13	1,352 23	0.01	23,830 75	0.06	12,506 13	0.03
Offices	7,084,791 26	25.97	6,884,806 72	23.54	7,107,215 07	22.78	8,239,173 07	21.64	8,098,895 53	22.00	8,822,743 53	23.56
Townships					201,261 57	0.65	219,627 96	0.57	231,697 10	0.63	222,510 50	0.59
Total amount distributed	\$27,083,979 84	100.00	\$29,080,234 55	100.00	\$31,204,820 48	100.00	\$33,311,180 70	100.00	\$36,818,416 31	100.00	\$37,443,583 91	100.00

TABLE SHOWING THE AMOUNT OF TAXES LEVIED FOR ALL PURPOSES, STATE, COUNTY AND MUNICIPAL, THE AMOUNT PAID BY PUBLIC SERVICE CORPORATIONS AND THE AMOUNT BORNE BY OTHER PROPERTY IN THE STATE FOR THE YEAR 1914.

TAXES LEVIED IN ADAMS COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$18,473 41	\$2,115 88	\$46 49	\$74 78	.....	\$27,272 42	\$8,904 89	\$51,887 87
State military	886 72	101 56	2 23	3 59	.....	1,309 09	187 48	2,490 62
State highway, public	7,537 15	863 28	18 96	80 50	.....	11,127 17	1,598 19	21,170 25
State highway, permanent	11,305 73	1,204 92	28 44	45 76	.....	16,690 73	2,889 79	31,765 87
State school	14,852 62	1,701 16	37 86	60 12	.....	21,927 06	8,139 58	41,717 85
State institutions higher education	8,098 74	927 60	20 87	32 78	.....	11,966 26	1,711 90	22,747 64
County general (current expenses)	24,015 43	2,750 63	60 41	97 20	.....	36,454 21	5,076 36	67,454 23
County road and bridge	5,542 08	684 76	13 94	22 43	.....	8,181 78	1,171 47	15,566 36
County school	11,084 04	1,269 52	27 88	44 87	.....	16,863 48	2,342 98	31,132 72
County soldiers' and sailors' relief	369 47	42 52	98	1 50	.....	545 44	78 10	1,087 76
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	369 47	42 52	98	1 50	.....	545 44	78 10	1,087 76
County sinking	.....	.....	.....	.....	.....	.....	.....	.....
Road district	12,813 91	1,538 34	36 64	38 16	.....	21,995 43	1,980 77	38,453 25
School district	38,430 59	4,864 67	115 81	276 96	.....	56,912 92	10,598 51	108,194 41
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....
City	8,157 13	415 48	8 08	97 52	.....	7,614 88	4,866 57	16,159 56
Totals.	\$153,986 43	\$18,612 44	\$418 42	\$927 66	.....	\$234,896 20	\$89,114 53	\$450,806 08

TAXES LEVIED IN ASOTIN COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$17 94	.....	\$8,108 71	\$1,477 32	\$9,586 97
State military	86	.....	387 57	70 65	459 08
State highway, public	7 25	.....	3,276 72	597 96	3,881 83
State highway, permanent	10 92	.....	4,982 09	899 24	5,842 85
State school	14 20	.....	6,412 49	1,169 02	7,595 71
State institutions higher education	7 72	.....	3,488 11	635 89	4,131 72
County general (current expenses)	39 00	.....	17,616 75	3,211 58	20,867 83
County road and bridge	3 28	.....	1,479 79	269 78	1,752 85
County school	39 00	.....	17,616 75	3,211 58	20,867 83
County soldiers' and sailors' relief	23	.....	105 70	19 27	125 90
County bonds, interest	15 60	.....	7,046 70	1,284 68	8,346 98
Horticultural	3 90	.....	1,761 68	321 15	2,086 73
County sinking	3 90	.....	1,761 68	321 15	2,086 73
Road district	8 76	.....	24,752 17	1,262 76	26,023 69
School district	70 34	.....	26,444 75	3,689 95	30,155 04
Drainage district
Dike district
City	58 40	.....	3,681 62	5,472 89	9,207 41
Totals	\$296 30	.....	\$128,869 88	\$23,863 72	\$153,028 90

TAXES LEVIED IN BENTON COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$13,989 64	\$1,274 36	\$80 39	\$33 12	.....	\$16,557 88	\$1,619 08	\$38,445 02
State military	684 15	57 97	92	1 51	.....	758 26	73 70	1,521 51
State highway, public.....	5,680 41	517 47	8 27	18 45	.....	6,723 59	657 08	13,580 87
State highway, permanent.....	8,449 51	772 46	12 36	20 07	.....	10,086 56	981 78	20,272 69
State school	11,174 02	1,021 53	16 34	26 55	.....	13,272 81	1,208 30	26,809 55
State institutions higher education.....	5,942 25	543 24	8 69	14 11	.....	7,059 37	690 44	14,257 10
County general (current expenses).....	21,725 64	1,988 16	81 79	51 62	.....	25,808 80	2,524 25	52,125 76
County road and bridge.....	.....	.....	.....	.....	.....	.....	.....	.....
County school	7,638 33	697 84	11 16	18 14	.....	9,007 08	880 91	18,814 46
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	18,975 26	1,253 08	19 78	16 64	.....	14,781 52	930 52	30,996 80
School district	31,608 40	3,135 86	51 90	189 19	.....	56,187 18	5,087 10	98,254 62
Drainage district	96 68	.....	.....	.....	.....	15,667 12	.....	15,753 80
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	2,828 44	427 18	8 32	21 25	.....	12,048 20	3,827 04	19,100 43
Totals.....	\$123,602 73	\$11,637 14	\$189 92	\$405 65	.....	\$184,949 87	\$18,597 30	\$339,492 61

TAXES LEVIED IN CHEHALIS COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$6,121 31	\$1,044 77	\$13 22	\$234 06	\$1,348 49	\$71,562 50	\$11,812 65	\$92,187 00
State military	278 24	47 50	60	10 65	61 80	3,252 82	536 94	4,188 05
State highway, public.....	2,493 04	425 52	5 39	95 33	549 20	29,145 17	4,811 15	37,524 80
State highway, permanent.....	3,742 34	638 74	8 08	143 10	824 42	43,750 77	7,221 65	56,829 10
State school	4,897 05	885 83	10 53	187 24	1,078 79	57,250 00	9,450 11	73,709 60
State institutions higher education.....	2,615 47	446 40	5 65	100 01	576 17	30,576 63	5,047 22	39,867 60
County general (current expenses).....	10,765 15	1,887 40	29 25	411 65	2,871 51	125,852 30	20,774 14	162,085 40
County road and bridge.....	6,899 55	1,092 26	13 83	244 71	1,409 79	74,815 23	12,349 53	96,325 00
County school	5,592 65	954 55	12 08	213 85	1,232 03	65,382 06	10,792 46	84,179 70
County soldiers' and sailors' relief.....	111 30	18 89	24	4 26	24 52	1,301 11	214 78	1,675 20
County bonds, interest and funding.....	2,003 33	341 92	4 33	76 61	441 32	23,420 43	3,855 96	30,153 90
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	14,574 11	2,226 12	28 49	134 29	.....	151,969 09	12,406 70	161,418 80
School district	15,620 50	2,803 35	31 26	693 52	3,825 43	164,664 32	35,653 93	223,827 86
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
Port of Grays Harbor.....	1,391 21	237 45	3 01	53 19	306 47	16,264 17	2,634 70	20,940 20
City	6,654 81	1,533 60	.....	1,146 49	8,015 93	125,916 33	45,736 59	189,053 75
Totals.....	\$63,290 08	\$14,534 40	\$160 01	\$3,743 96	\$22,065 87	\$985,143 05	\$188,433 61	\$1,292,865 46

TAXES LEVIED IN CHELAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$8,362 63	\$736 66	\$22 38	\$173 36	.....	\$32,421 00	\$8,564 57	\$45,280 60
State military	376 46	33 16	1 01	7 80	.....	1,459 31	160 07	2,087 81
State highway, public	3,413 77	300 72	9 14	70 77	.....	13,235 00	1,455 51	18,484 91
State highway, permanent	5,068 72	449 14	13 65	105 70	.....	19,767 82	2,168 25	27,603 28
State school	6,688 64	589 20	17 90	188 66	.....	25,981 97	2,843 21	36,209 58
State institutions higher education	3,561 90	315 53	9 59	74 25	.....	18,887 07	1,523 02	19,391 86
County general (current expenses)	8,150 64	717 99	21 82	168 97	.....	31,600 17	3,504 26	44,163 85
County road and bridge	9,137 49	804 92	24 46	189 42	.....	35,426 19	3,896 00	49,480 48
County school	8,881 64	782 88	23 77	184 12	.....	34,434 26	3,778 16	48,084 33
County soldiers' and sailors' relief	219 30	19 32	59	4 55	.....	850 23	92 79	1,186 78
County bonds, interest	182 75	16 10	49	3 79	.....	708 52	77 77	989 42
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	731 00	64 39	1 96	15 15	.....	2,884 10	312 43	3,959 08
Road district	8,791 05	744 39	23 41	112 86	.....	26,918 08	1,742 28	38,332 07
School district	21,448 39	1,985 68	54 76	601 17	.....	106,480 92	13,342 27	143,913 19
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	4,464 43	442 71	9 88	480 40	.....	57,253 84	13,343 06	75,983 82
Totals	\$89,528 81	\$8,002 29	\$234 81	\$2,380 97	.....	\$408,208 45	\$51,806 65	\$655,110 51

TAXES LEVIED IN CLALLAM COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on rallway track and right-of-way	Taxes on rallway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street rallways	All other real property	All other personal property	Total
State general	\$116 20	\$53 45	\$8 92	\$15 29	.....	\$23,622 70	\$1,451 48	\$30,236 04
State military	5 32	2 45	41	70	.....	1,310 44	67 82	1,387 14
State highway, public.....	47 60	21 90	3 66	6 26	.....	11,724 96	606 87	12,411 25
State highway, permanent.....	71 12	92 72	5 47	9 36	.....	17,518 47	906 73	18,543 87
State school	92 96	42 76	7 15	12 23	.....	22,898 16	1,186 18	24,238 44
State institutions higher education.....	50 34	23 16	3 87	6 68	.....	12,400 86	641 85	13,126 71
County general (current expenses).....	155 74	71 64	11 97	20 50	.....	38,361 30	1,986 53	40,606 68
County road and bridge.....	112 00	51 52	8 61	14 74	.....	27,588 15	1,427 92	29,202 94
County school	79 30	36 70	6 13	10 50	.....	19,656 56	1,017 41	20,907 09
County soldiers' and sailors' relief.....	2 52	1 16	19	33	.....	620 74	32 13	657 07
County bonds, interest.....	96 37	44 10	7 37	12 62	.....	23,615 45	1,222 30	24,997 71
County indebtedness	178 53	82 12	13 72	23 50	.....	43,975 49	2,276 12	46,549 48
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	338 16	250 24	.....	15 76	.....	71,249 26	2,718 12	74,571 54
School district	407 27	118 68	55 97	85 67	.....	58,034 27	6,964 91	65,666 77
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City of Port Angeles.....	50 40	36 80	43 06	38 00	.....	15,775 42	2,433 56	18,377 23
Town of Sequim.....	5 40	.....	.....	8 50	.....	853 45	273 20	1,140 55
Totals.....	\$1,809 23	\$369 40	\$176 49	\$230 59	.....	\$394,205 67	\$25,241 13	\$422,532 51

TAXES LEVIED IN CLARKE COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$5,750 22	\$1,039 33	\$0 22	\$179 42	\$190 16	\$83,099 53	\$5,543 23	\$45,805 34
State military	247 53	44 75	01	7 72	8 19	1,424 81	238 74	1,971 75
State highway, public.....	2,353 40	425 45	09	73 43	77 83	13,546 71	2,299 91	18,746 82
State highway, permanent.....	3,530 11	638 11	13	110 14	116 74	20,320 08	3,404 87	28,120 23
State school	4,607 80	833 00	17	143 77	152 33	26,523 49	4,444 33	36,704 94
State institutions higher education.....	2,551 42	461 25	10	79 61	84 37	14,636 50	2,460 91	20,324 22
County general (current expenses).....	10,472 26	1,803 18	40	326 76	346 32	60,290 66	10,100 75	83,420 33
County road and bridge.....	1,904 05	344 21	07	59 41	62 97	10,960 12	1,836 50	15,167 33
County school	6,664 17	1,204 75	25	207 94	220 38	38,360 42	6,427 75	53,085 66
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness | .....	9,520 24	1,721 08	36	297 05	314 33	54,800 60	9,132 50	75,836 66
County sinking | .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	16,651 22	2,939 50	.....	70 80	244 03	61,273 16	7,843 63	89,027 39
School district	17,070 75	2,591 68	40	1,174 56	227 33	60,714 25	13,072 51	94,851 96
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	4,552 26	1,096 40	75	870 42	341 36	46,241 16	12,551 41	65,654 26
Totals.....	\$55,875 43	\$15,232 96	\$2 96	\$3,601 03	\$2,837 94	\$442,296 53	\$79,380 04	\$628,716 91

TAXES LEVIED IN COLUMBIA COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$4,479 20	\$302 45	\$15 06	\$63 28	.....	\$16,714 22	\$2,604 28	\$24,183 49
State military	183 45	12 38	62	2 80	.....	684 54	106 68	990 45
State highway, public	1,773 34	119 74	6 97	27 08	.....	6,617 23	1,031 04	9,574 35
State highway, permanent	2,660 00	179 62	8 95	40 55	.....	9,925 84	1,546 57	14,861 53
State school	3,607 82	243 61	12 14	55 00	.....	18,462 64	2,097 64	19,478 85
State institutions higher education	1,884 48	123 87	6 17	27 97	.....	6,845 42	1,036 60	9,904 51
County general (current expenses)	7,200 36	486 19	24 22	109 76	.....	26,868 24	4,186 40	38,875 17
County road and bridge	6,114 95	412 90	20 57	98 22	.....	22,818 04	3,555 32	38,015 00
County school	2,596 85	175 45	8 74	39 62	.....	9,697 67	1,511 02	14,081 88
County soldiers' and sailors' relief	122 30	8 26	41	1 86	.....	456 36	71 11	660 30
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	8,550 77	600 43	29 28	58 84	.....	27,195 38	2,651 17	39,080 87
School district	10,184 86	702 55	33 29	225 65	.....	35,584 26	8,446 78	55,126 84
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....
Dayton	676 90	76 89	1 51	246 69	.....	11,860 44	6,195 68	18,558 11
Starbuck	200 65	11 92	26	2 43	.....	840 81	400 41	1,516 48
Totals	\$50,187 43	\$3,456 29	\$167 19	\$694 70	.....	\$189,021 09	\$85,540 68	\$279,367 33

TAXES LEVIED IN COWLITZ COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$5,200 04	\$1,923 15	\$36 54	\$33 81	.....	\$23,916 37	\$2,334 21	\$33,503 62
State military	287 71	87 92	1 03	4 23	.....	1,093 33	103 72	1,531 60
State highway, public.....	2,117 16	783 02	14 83	37 99	.....	9,737 33	950 34	13,640 77
State highway, permanent.....	3,168 31	1,173 16	22 23	56 92	.....	14,592 71	1,423 35	20,437 23
State school	4,160 00	1,548 52	29 23	74 53	.....	19,133 13	1,857 41	26,802 87
State institutions higher education.....	222 11	821 49	15 61	39 86	.....	12,214 76	997 01	14,310 84
County general (current expenses).....	9,733 50	3,618 57	63 74	175 57	.....	44,936 97	4,391 56	63,034 91
County road and bridge.....	4,457 17	1,643 35	31 32	79 99	.....	20,499 78	2,000 82	28,717 43
County school	5,794 33	2,142 92	40 71	103 92	.....	26,649 67	2,601 02	37,352 57
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	10,936 95	4,263 50	81 84	240 03	.....	49,619 47	3,566 12	63,707 91
School district	15,423 65	4,726 72	91 74	164 92	.....	47,648 04	6,413 43	74,478 55
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	1,549 03	534 77	9 81	123 23	.....	10,066 00	2,790 53	15,048 42
Totals.....	\$63,055 01	\$23,272 09	\$444 36	\$1,199 53	.....	\$230,137 61	\$29,433 07	\$897,546 72

TAXES LEVIED IN DOUGLAS COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$3,423 81	\$320 37	\$5 81	\$41 95	.....	\$21,397 91	\$2,172 02	\$27,961 87
State military	154 55	14 46	26	1 89	.....	965 93	98 04	1,235 13
State highway, public.....	1,397 55	130 77	2 37	17 12	.....	8,784 34	886 68	11,168 83
State highway, permanent.....	2,093 98	196 21	3 53	25 69	.....	13,105 61	1,330 30	16,758 35
State school	2,738 78	256 31	4 65	83 56	.....	17,116 69	1,737 44	21,887 43
State institutions higher education.....	1,470 90	137 63	2 50	18 02	.....	9,192 75	963 11	11,754 91
County general (current expenses).....	5,773 59	540 24	9 79	70 75	.....	36,088 39	3,662 76	46,140 52
County road and bridge.....	1,394 92	130 52	2 37	17 09	.....	8,717 97	884 92	11,147 79
County school	3,598 01	336 67	6 10	44 09	.....	22,486 63	2,232 52	28,754 02
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	52 39	4 90	09	64	.....	327 43	83 23	418 68
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	125 74	11 76	21	1 54	.....	785 84	79 76	1,004 85
Road district	6,307 40	571 11	12 53	55 33	.....	30,599 49	2,874 20	40,420 11
School district	5,114 55	460 92	6 28	98 96	.....	50,337 73	6,371 72	62,390 21
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
County institute	89 29	3 68	07	48	.....	245 58	24 90	314 03
City	212 64	17 52	.....	22 51	.....	4,307 93	3,081 13	7,591 73
Totals.....	\$33,901 10	\$3,133 07	\$56 64	\$449 62	.....	\$224,405 27	\$26,402 73	\$288,348 43

TAXES LEVIED IN FERRY COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$2,521 97	\$236 80	.....	\$4 98	.....	\$4,156 95	\$1,234 98	\$8,205 68
State military	113 39	10 64	.....	22	.....	186 92	57 78	368 95
State highway, public.....	985 90	92 57	.....	1 95	.....	1,625 06	502 32	3,207 80
State highway, permanent.....	1,457 33	136 83	.....	2 88	.....	2,402 10	742 52	4,741 66
State school	2,070 49	194 41	.....	4 09	.....	3,412 79	1,054 94	6,736 72
State institutions higher education.....	1,020 55	95 82	.....	2 02	.....	1,682 16	519 98	3,320 53
County general (current expenses).....	8,399 57	788 68	.....	16 60	.....	13,844 97	4,279 67	27,329 49
County road and bridge.....	3,149 84	295 76	.....	6 23	.....	5,191 86	1,604 87	10,248 56
County school	3,569 82	335 19	.....	7 06	.....	5,684 10	1,818 86	11,615 08
County cemetery	153 29	14 42	.....	30	.....	252 64	78 11	488 76
County soldiers' and sailors' relief.....	76 64	7 19	.....	15	.....	126 35	39 06	249 38
County bonds, interest.....	419 98	39 43	.....	88	.....	682 25	213 98	1,366 47
County indebtedness	1,049 95	98 58	.....	2 08	.....	1,730 63	534 95	3,416 19
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	7,232 51	679 01	.....	.....	.....	10,902 01	2,610 16	21,423 69
School district	6,781 18	633 93	.....	13 07	.....	10,655 23	4,051 04	22,084 50
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City, Republic	250 94	23 76	.....	31 12	.....	3,592 44	1,909 92	5,808 18
Totals.....	\$39,208 35	\$3,683 02	.....	\$93 58	.....	\$66,333 51	\$21,308 13	\$130,621 59

TAXES LEVIED IN FRANKLIN COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$13,886 36	\$1,949 47	\$63 06	.....	.....	\$13,499 78	\$2,085 22	\$31,453 91
State military	630 11	88 46	1 50	.....	.....	612 58	94 62	1,427 27
State highway, public.....	5,590 53	784 84	13 32	.....	.....	5,434 89	839 49	12,663 07
State highway, permanent.....	8,319 49	1,167 95	19 32	.....	.....	8,097 87	1,249 28	18,844 41
State school	11,155 89	1,570 35	26 64	.....	.....	10,874 49	1,679 70	25,337 07
State institutions higher education.....	5,870 06	824 07	13 98	.....	.....	5,706 65	881 47	13,296 25
County general (current expenses).....	36,007 10	5,054 94	85 76	.....	.....	35,004 66	5,406 91	81,559 37
County road and bridge.....	4,169 21	585 30	9 98	.....	.....	4,053 13	626 06	9,443 63
County school	5,306 36	744 94	12 64	.....	.....	5,156 63	796 32	12,019 39
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	17,388 97	2,429 37	42 61	.....	.....	15,117 41	1,628 92	36,607 28
School district	20,678 72	3,017 30	53 37	.....	.....	84,044 60	4,837 77	62,631 76
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....
Connell	885 97	153 36	2 09	.....	.....	682 40	535 98	2,259 80
Kahlotus	224,06	11 65	53	.....	.....	250 14	113 30	599 65
Pasco	3,137 53	517 67	6 30	.....	.....	13,211 55	2,730 69	19,663 79
Totals.....	\$133,230 40	\$18,899 67	\$621 57	.....	.....	\$151,738 78	\$23,506 23	\$327,306 65

TAXES LEVIED IN GARFIELD COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$736 92	\$43 80	\$1 29	\$18 03	.....	\$10,680 18	\$1,882 90	\$13,303 12
State military	33 94	2 02	06	83	.....	491 85	86 71	615 41
State highway, public.....	300 58	17 86	53	7 36	.....	4,356 41	763 02	5,450 76
State highway, permanent.....	450 88	26 80	79	11 03	.....	6,534 59	1,152 03	8,176 12
State school	589 05	35 00	1 03	14 42	.....	8,587 12	1,505 03	10,631 70
State institutions higher education.....	315 13	18 72	53	7 71	.....	4,587 18	805 19	5,714 49
County general (current expenses).....	1,136 89	67 53	1 99	27 82	.....	16,477 00	2,904 87	20,616 13
County road and bridge.....	904 18	53 73	1 58	22 13	.....	13,104 31	2,810 27	16,396 20
County school	719 95	42 74	1 26	17 62	.....	10,434 27	1,839 53	13,065 42
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	121 20	7 20	21	2 97	.....	1,756 61	309 69	2,197 88
Road district	1,275 41	75 77	2 19	27 64	.....	24,747 29	3,473 12	29,601 42
School district	1,336 26	79 39	2 35	42 01	.....	17,789 53	3,557 56	22,807 10
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	447 54	26 59	87	38 67	.....	6,209 07	2,833 17	9,555 91
Totals.....	\$8,367 93	\$497 13	\$14 71	\$233 24	.....	\$125,685 41	\$23,423 19	\$158,231 66

TAXES LEVIED IN GRANT COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$12,314 16	\$1,500 74	\$9 15	\$88 82	.....	\$23,486 12	\$2,410 71	\$39,759 20
State military	568 35	69 26	42	1 77	.....	1,083 98	111 27	1,885 05
State highway, public	5,020 39	611 84	8 73	15 62	.....	9,575 11	982 88	16,209 52
State highway, permanent	7,580 53	917 76	5 59	23 44	.....	14,362 67	1,474 24	24,314 28
State school	9,851 34	1,200 59	7 82	30 66	.....	18,788 90	1,928 57	31,807 38
State institutions higher education	5,399 29	658 02	4 01	16 80	.....	10,297 77	1,057 00	17,482 89
County general (current expenses)	14,208 65	1,731 02	10 55	44 22	.....	27,099 37	2,781 58	45,875 99
County road and bridge	2,368 11	288 60	1 76	7 38	.....	4,516 57	468 60	7,646 02
County school	8,051 57	981 25	5 98	25 06	.....	15,356 32	1,578 23	25,996 41
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....
Road district	17,270 31	2,143 97	12 32	46 82	.....	32,788 49	2,549 79	54,806 67
School district	36,804 71	4,478 92	14 58	136 56	.....	63,889 72	8,085 26	113,308 75
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....
City	3,508 72	375 87	1 13	41 35	.....	5,209 27	3,423 22	12,559 56
Totals	\$122,896 18	\$14,958 44	\$76 54	\$423 00	.....	\$226,896 26	\$26,794 30	\$391,551 72

TAXES LEVIED IN ISLAND COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$8,956 78	\$489 79	\$4,446 57
State military	178 59	23 41	197 00
State highway, public	1,601 14	195 86	1,797 00
State highway, permanent	2,402 20	298 80	2,696 00
State school	8,138 78	383 22	8,522 00
State institutions higher education	1,679 94	208 06	1,888 00
County general (current expenses)	14,123 12	1,708 72	15,836 84
County road and bridge	7,009 78	851 86	7,861 59
County school	8,762 17	1,084 82	9,846 99
Circulating library	35 05	4 26	39 31
County soldiers' and sailors' relief	52 59	6 39	58 97
County bonds, interest
County indebtedness
County sinking
Road district	16,584 87	2,129 65	18,714 02
School district	16,926 60	2,137 59	19,064 19
Drainage district
Dike district	500 00	.....	500 00
School bond redemption	6,196 19	846 09	7,041 28
City—
Langley	522 86	43 20	566 06
Coupeville	451 69	166 55	618 24
Totals	\$84,006 80	\$10,548 26	\$94,644 06

TAXES LEVIED IN JEFFERSON COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$300 21	\$158 94	\$3 36	\$118 61	.....	\$15,197 74	\$1,699 71	\$17,982 57
State military	36 78	7 22	37	5 39	.....	690 83	76 80	517 39
State highway, public	351 04	65 02	3 41	48 54	.....	6,217 15	691 34	7,356 50
State highway, permanent	496 56	97 53	5 12	72 82	.....	9,325 87	1,036 86	11,084 76
State school	646 75	127 08	6 06	94 84	.....	12,146 66	1,350 48	14,872 44
State institutions higher education	349 43	68 62	3 58	51 24	.....	6,562 70	729 64	7,705 21
County general (current expenses)	1,563 25	319 09	16 77	238 22	.....	30,511 87	3,452 22	36,101 42
County road and bridge	1,118 80	219 75	11 55	164 06	.....	21,011 98	2,336 15	24,862 29
County school	704 99	138 47	7 28	108 38	.....	13,240 44	1,472 09	15,666 65
County soldiers' and sailors' relief	22 96	4 51	23	3 37	.....	431 77	48 00	510 86
County bonds, interest	229 89	45 15	2 37	33 71	.....	4,317 54	480 08	5,108 69
County indebtedness	1,457 50	286 27	15 05	213 73	.....	27,373 16	3,043 39	32,389 10
County sinking	229 89	45 15	2 37	33 71	.....	4,317 54	480 08	5,108 69
Road district	1,993 85	385 45	19 87	103 35	.....	32,790 55	2,528 72	37,821 79
School district	1,398 35	330 17	17 05	253 38	.....	35,432 64	5,450 98	43,382 52
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
Road and bridge, special indebtedness	135 52	26 49	1 39	19 77	.....	2,532 32	281 61	2,997 10
City	215 00	42 19	6 18	237 98	.....	19,044 83	4,640 98	24,187 16
Totals	\$12,239 79	\$2,367 05	\$127 63	\$1,796 10	.....	\$241,145 59	\$29,788 98	\$287,465 14

TAXES LEVIED IN KING COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$57,075 11	\$5,590 96	\$143 35	\$5,337 43	\$19,975 04	\$478,000 36	\$70,045 58	\$616,167 83
State military	1,685 98	254 23	6 52	242 71	908 86	21,736 86	3,185 32	28,019 98
State highway, public	14,911 89	2,248 72	57 65	2,146 76	8,084 11	192,255 31	28,172 87	247,827 31
State highway, permanent	22,163 23	3,342 23	85 69	3,190 68	11,940 96	285,745 00	41,872 73	368,840 49
State school	29,823 78	4,497 45	115 31	4,293 52	16,068 22	384,510 65	56,345 73	496,654 66
State institutions higher education	15,583 01	2,349 93	60 25	2,243 37	8,895 69	200,907 58	29,440 78	258,990 91
County general (current expenses)	49,940 91	7,491 65	192 07	7,151 94	26,785 67	643,575 95	94,572 10	829,940 29
County road and bridge	16,565 13	2,498 04	64 04	2,884 76	8,924 83	213,570 10	31,236 31	275,303 21
County school	37,206 06	5,610 72	143 85	5,356 28	20,047 04	479,688 63	70,291 54	618,344 12
County soldiers' and sailors' relief	1,505 92	227 09	5 82	216 80	811 35	19,415 43	2,845 12	25,027 56
County bonds, interest	16,172 23	2,438 30	62 53	2,323 21	8,713 17	208,505 25	30,554 09	268,774 33
State forest fire	49 11	7 41	19	7 08	26 46	683 13	92 77	516 15
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	81,081 49	12,613 29	119 34	1,027 85	3,460 59	208,451 47	18,602 65	320,356 67
School district	101,839 21	15,519 27	409 60	15,411 09	57,813 44	1,400,144 50	202,561 67	1,798,898 78
River improvement district	1,505 92	227 09	5 82	216 80	811 35	19,415 43	2,845 12	25,027 56
Drainage district	114 54	.....	.....	.....	.....	7,623 46	.....	7,738 00
Commercial waterway No. 2	125 05	.....	.....	.....	4 45	2,495 50	.....	2,625 00
Inter-county river improvement	9,085 52	1,392 57	34 98	1,300 78	4,868 09	116,492 79	17,070 72	150,165 40
City of Seattle	60,300 44	9,394 26	832 21	40,657 09	150,768 12	3,305,065 55	513,437 51	4,080,455 18
Towns	9,620 36	1,458 16	10 39	343 59	1,861 98	32,956 96	8,364 30	54,110 74
Port of Seattle	5,892 73	888 63	22 78	843 35	3,174 84	75,973 57	11,133 07	97,933 97
Port of Seattle bond redemption	12,603 90	1,900 68	48 72	1,514 49	6,790 68	162,498 99	23,812 43	209,469 84
Totals	\$524,801 57	\$79,916 13	\$2,421 06	\$96,519 58	\$359,664 35	\$8,454,902 87	\$1,256,542 41	\$10,774,823 02

TAXES LEVIED IN KITSAP COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$18 37	.....	\$5 38	\$99 15	.....	\$13,894 95	\$1,909 23	\$15,927 08
State military	82	.....	24	4 44	.....	621 92	85 45	712 87
State highway, public	7 44	.....	2 18	40 14	.....	5,025 21	772 98	6,447 90
State highway, permanent	11 15	.....	3 27	60 21	.....	8,437 82	1,159 40	9,671 85
State school	14 57	.....	4 27	78 64	.....	11,020 72	1,514 29	12,632 49
State institutions higher education	7 83	.....	2 29	42 26	.....	5,922 17	813 73	6,788 28
County general (current expenses)	59 25	.....	17 36	319 84	.....	44,815 55	6,157 85	51,369 85
County road and bridge	11 11	.....	3 25	59 97	.....	8,404 17	1,154 77	9,633 27
County school	37 03	.....	10 85	199 90	.....	28,013 91	3,849 23	32,110 92
County soldiers' and sailors' relief	22	.....	06	1 20	.....	168 08	23 10	192 66
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	44 44	.....	14 43	139 53	.....	32,427 26	4,455 65	37,081 36
School district	71 38	.....	80 88	730 13	.....	88,745 23	12,193 99	101,771 66
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
State forest fire patrol	33	.....	09	1 80	.....	252 13	34 65	289 00
Port of Pearson .....	.....	.....	.....	3 21	.....	351 33	48 23	402 87
City .....	.....	.....	.....	219 99	.....	13,641 52	1,874 41	15,735 92
1911, 1912 and 1913 taxes added to roll .....	.....	.....	.....	.....	.....	536 23	51 93	678 21
Assessment (abatement law) .....	.....	.....	.....	.....	.....	263 76	36 24	300 00
Totals	\$253 94	.....	\$94 55	\$2,000 46	.....	\$268,202 11	\$36,165 13	\$301,746 19

TAXES LEVIED IN KITITAS COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$15,986 32	\$2,402 29	\$52 60	\$122 18	.....	\$27,806 55	\$5,650 06	\$51,970 00
State military	714 39	107 69	2 35	5 48	.....	1,250 08	254 01	2,834 00
State highway, public.....	6,484 48	977 48	21 39	49 72	.....	11,368 92	2,310 06	21,212 00
State highway, permanent.....	9,726 65	1,466 22	32 10	74 57	.....	17,058 87	3,465 09	31,818 00
State school	12,694 11	1,913 55	41 90	97 83	.....	22,298 30	4,590 81	41,576 00
State institutions higher education.....	6,924 06	1,043 75	22 83	53 09	.....	11,826 25	2,408 02	22,273 00
County general (current expenses).....	24,728 78	3,727 69	31 60	189 60	.....	44,144 35	9,207 82	82,079 84
County road and bridge.....	5,495 28	828 38	18 13	42 12	.....	9,778 91	1,896 64	18,029 36
County school	14,892 22	2,244 90	49 14	114 18	.....	26,229 54	5,329 59	48,859 57
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	5,495 28	828 38	18 13	42 12	.....	9,778 91	1,896 64	18,029 36
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	17,115 28	2,624 95	57 22	92 47	.....	24,778 61	5,081 68	49,700 21
School district	26,026 39	3,582 17	83 15	224 85	.....	57,555 17	11,694 26	99,115 99
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	2,174 65	412 85	4 18	132 89	.....	29,578 99	6,022 56	38,826 09
Totals.....	\$148,407 84	\$22,110 90	\$484 72	\$1,240 57	.....	\$238,447 85	\$59,632 14	\$525,823 42

TAXES LEVIED IN KLIKKITAT COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$11,770 70	\$485 00	.....	.....	.....	\$20,963 16	\$3,233 79	\$36,452 65
State military	523 70	21 58	.....	.....	.....	962 69	143 91	1,621 87
State highway, public	4,808 08	198 12	.....	.....	.....	8,562 92	1,820 94	14,890 00
State highway, permanent	7,212 06	297 16	.....	.....	.....	12,844 37	1,981 41	22,335 00
State school	9,401 60	387 39	.....	.....	.....	16,743 88	2,532 93	29,115 80
State institutions higher education	5,087 33	209 62	.....	.....	.....	9,030 35	1,397 73	15,755 08
County general (current expenses)	9,351 72	335 33	.....	.....	.....	16,655 06	2,569 22	28,961 32
County road and bridge	7,451 38	308 27	.....	.....	.....	13,324 04	2,065 38	23,169 07
County school	9,227 08	380 19	.....	.....	.....	16,432 98	2,534 96	28,575 16
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	473 82	19 52	.....	.....	.....	843 86	130 20	1,467 40
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	3,740 69	154 13	.....	.....	.....	6,662 02	1,027 71	11,584 56
Road district	18,198 33	750 34	.....	.....	.....	31,414 06	4,529 23	54,891 95
School district	16,658 72	685 69	.....	.....	.....	35,370 69	6,002 86	56,712 95
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	316 92	13 12	.....	.....	.....	6,554 94	2,293 32	9,178 30
Totals	\$104,247 02	\$4,295 46	.....	.....	.....	\$196,364 99	\$31,803 63	\$336,711 10

TAXES LEVIED IN LEWIS COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$6,174 35	\$1,000 50	\$36 49	\$176 44	\$15 24	\$45,428 03	\$6,375 02	\$59,804 67
State military	276 14	75 61	1 03	7 89	03	2,082 53	285 23	2,679 71
State highway, public	2,493 25	630 72	14 69	71 05	6 14	18,291 59	2,506 98	24,117 42
State highway, permanent	3,728 35	1,020 90	22 08	106 54	9 20	27,429 61	3,849 38	36,165 91
State school	4,900 06	1,341 77	23 96	140 04	12 09	36,055 83	5,059 95	47,539 35
State institutions higher education	2,614 03	715 87	15 45	74 72	6 45	19,238 23	2,699 33	25,365 23
County general (current expenses)	10,733 06	2,933 82	63 43	303 73	26 49	73,933 84	11,032 20	104,120 17
County road and bridge	6,363 45	1,743 65	37 63	181 99	15 72	46,853 36	6,575 30	61,776 60
County school	10,544 13	2,836 93	62 31	301 31	26 02	77,572 25	10,336 20	102,279 15
County fair	527 30	144 37	3 12	15 07	1 30	8,873 51	544 29	5,113 96
County soldiers' and sailors' relief	20 39	5 73	12	59	05	155 37	21 31	204 53
County bonds, interest } Redemption	2,572 36	704 43	15 20	73 52	6 35	18,927 53	2,656 22	24,969 11
County indebtedness }								
County sinking								
Road district	15,945 46	4,180 72	90 13	303 41	22 69	122,612 55	11,723 39	154,878 35
School district	21,309 50	6,336 13	119 36	671 43	73 35	133,788 32	23,554 47	186,403 06
Drainage district								
Dike district								
City	7,752 91	2,574 32	43 56	545 31	51 63	53,502 13	16,306 35	66,531 71
Totals	\$86,455 54	\$27,000 37	\$559 11	\$2,970 04	\$273 40	\$339,794 38	\$104,877 12	\$922,025 96

TAXES LEVIED IN LINCOLN COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$11,264 97	\$1,463 46	\$38 00	\$125 78	.....	\$42,630 00	\$6,735 64	\$52,817 85
State military	530 12	68 87	1 77	5 92	.....	2,006 12	319 80	2,322 60
State highway, public.....	4,594 34	596 86	15 51	51 80	.....	17,386 35	2,751 55	25,415 91
State highway, permanent.....	6,847 33	839 56	23 11	76 45	.....	25,912 35	4,130 63	37,879 48
State school	9,011 98	1,170 77	30 40	100 62	.....	34,104 00	5,436 51	49,854 28
State institutions higher education.....	4,815 22	625 56	16 24	53 76	.....	18,222 24	2,904 81	26,637 83
County general (current expenses).....	11,044 08	1,434 77	37 26	123 31	.....	41,794 12	6,662 40	61,036 94
County road and bridge.....	8,879 45	1,153 55	29 85	99 14	.....	33,602 47	5,356 53	49,121 14
County school	10,602 32	1,877 33	35 76	118 38	.....	40,122 35	6,395 91	58,632 10
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	883 53	114 73	2 98	9 86	.....	3,343 53	532 99	4,837 67
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	12,839 42	1,673 59	46 63	118 57	.....	48,827 93	5,499 27	68,525 41
School district	24,815 73	3,060 91	82 49	307 06	.....	76,025 25	16,139 74	119,931 18
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	2,768 77	408 33	.....	140 46	.....	17,274 97	11,850 73	31,943 31
Totals.....	\$108,417 26	\$14,033 39	\$330 10	\$1,330 61	.....	\$400,751 63	\$74,236 60	\$599,194 70

TAXES LEVIED IN MASON COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$318 74	\$168 74	.....	\$7 88	.....	\$12,304 44	\$1,246 66	\$14,046 44
State military	14 27	7 56	.....	35	.....	561 55	55 88	629 56
State highway, public	129 61	68 62	.....	3 20	.....	5,003 54	506 94	5,711 91
State highway, permanent	194 42	102 98	.....	4 79	.....	7,506 31	760 42	8,567 87
State school	256 19	135 10	.....	6 29	.....	9,861 01	986 13	11,245 72
State institutions higher education	196 06	72 08	.....	3 85	.....	5,252 88	562 16	5,986 98
County general (current expenses)	861 01	455 83	.....	21 83	.....	33,239 43	3,397 64	37,944 24
County road and bridge	460 43	243 76	.....	12 36	.....	17,774 59	1,800 88	20,291 96
County school	284 32	150 52	.....	7 11	.....	10,975 79	1,112 04	12,529 78
County soldiers' and sailors' relief	4 60	2 44	.....	12	.....	177 75	18 00	202 91
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness, new court house	33 39	17 67	.....	82	.....	1,293 65	130 56	1,471 08
County sinking and interest	285 97	124 93	.....	5 82	.....	9,109 46	922 95	10,399 13
Road district	883 83	469 24	.....	21 85	.....	34,182 86	3,466 69	39,026 97
School district	1,013 47	586 24	.....	23 78	.....	39,067 60	3,962 24	44,603 33
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
Forest fire	6 95	3 84	.....	18	.....	279 95	28 36	319 28
City	353 85	228 78	.....	108 50	.....	3,813 80	1,742 62	6,250 55
Totals	\$5,193 60	\$2,786 23	.....	\$225 70	.....	\$190,577 08	\$20,662 12	\$219,236 73

TAXES LEVIED IN OKANOGAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$8,755 74	\$146 50	.....	\$89 98	.....	\$18,282 68	\$8,289 94	\$20,414 84
State military	170 07	6 64	.....	1 81	.....	599 22	146 71	924 45
State highway, public.....	1,516 47	59 15	.....	16 14	.....	5,842 99	1,808 21	8,242 98
State highway, permanent.....	2,281 79	89 01	.....	24 29	.....	8,089 48	1,968 41	12,402 98
State school	2,990 42	116 66	.....	31 82	.....	10,596 21	2,579 73	16,254 83
State institutions higher education.....	1,615 68	63 02	.....	17 20	.....	5,692 56	1,398 78	8,782 23
County general (current expenses).....	10,629 46	414 63	.....	113 14	.....	37,450 97	9,169 64	57,777 84
County road and bridge.....	3,543 15	188 21	.....	37 71	.....	12,483 66	3,066 56	19,259 28
County school	7,066 30	276 42	.....	75 42	.....	24,987 32	6,113 10	38,518 56
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	3,259 70	127 15	.....	84 70	.....	11,484 97	2,812 02	17,718 54
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	10,726 95	438 82	.....	88 67	.....	30,780 61	6,688 86	48,661 91
School district	14,540 17	589 58	.....	198 45	.....	54,559 69	14,101 26	88,987 15
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	385 78	14 78	.....	52 45	.....	10,765 17	5,057 43	16,275 61
Totals.....	\$62,501 68	\$2,425 56	.....	\$727 78	.....	\$225,885 52	\$57,630 64	\$849,171 18

TAXES LEVIED IN PACIFIC COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$1,573 04	\$279 06	\$5 19	\$17 92	\$97 17	\$33,017 27	\$4,475 71	\$39,465 35
State military	89 59	12 35	23	80	4 30	1,460 71	198 02	1,746 00
State highway, public	680 94	111 93	2 08	7 19	38 97	13,243 12	1,795 20	15,329 43
State highway, permanent	946 12	167 84	3 12	10 78	58 45	19,858 04	2,091 98	23,736 83
State school	1,276 84	226 51	4 22	14 54	78 88	26,800 11	3,032 94	32,034 04
State institutions higher education	662 58	117 53	2 19	7 55	40 93	13,907 09	1,835 20	16,623 07
County general (current expenses)	2,478 91	439 76	8 17	28 23	153 14	52,080 86	7,053 13	62,192 20
County road and bridge	2,576 68	457 10	8 49	29 34	159 18	54,033 14	7,331 33	64,645 23
County school	1,282 59	227 53	4 23	14 60	79 23	26,920 85	3,649 80	32,178 33
County soldiers' and sailors' relief								
County bonds, interest	580 90	103 05	1 92	6 61	35 88	12,192 85	1,652 83	14,574 04
County indebtedness								
County sinking								
Road district	4,047 65	690 47	11 12	37 00	79 73	76,009 82	5,130 84	86,608 63
School district	4,753 13	811 52	14 55	40 41	555 22	98,144 08	19,177 15	123,499 08
Drainage district						2,150 00		2,150 00
Dike district						3,505 87		3,505 87
City	871 15	146 63	4 24	73 30	370 73	36,212 61	14,636 83	52,364 54
Totals	\$21,753 12	\$3,791 27	\$99 75	\$238 27	\$1,751 86	\$470,137 02	\$73,359 46	\$571,150 75

TAXES LEVIED IN PEND OREILLE COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$4,625 53	\$475 93	\$6 93	\$9 29	.....	\$9,135 70	\$2,157 69	\$16,411 12
State military	206 23	21 43	31	42	.....	411 36	97 16	733 96
State highway, public	1,888 97	194 33	2 33	3 79	.....	3,730 33	831 15	6,701 95
State highway, permanent	2,832 55	291 43	4 24	5 69	.....	5,594 45	1,321 31	10,049 72
State school	3,700 06	330 75	5 54	7 43	.....	7,307 34	1,725 93	13,127 60
State institutions higher education	1,932 20	205 00	2 93	4 00	.....	3,934 72	929 31	7,063 21
County general (current expenses)	14,483 75	1,490 94	21 70	29 10	.....	23,616 14	6,753 62	51,405 25
County road and bridge	3,622 19	372 74	5 42	7 23	.....	7,154 03	1,639 65	12,351 31
County school	3,700 07	330 75	6 54	7 43	.....	7,307 34	1,725 93	13,127 61
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	974 37	100 27	1 46	1 96	.....	1,924 44	454 51	3,457 01
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	9,927 23	1,026 63	13 15	20 29	.....	18,578 30	4,439 73	34,055 93
School district	8,909 25	924 33	9 52	13 62	.....	20,111 39	6,334 73	36,353 39
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district No. 1 .....	.....	.....	.....	.....	.....	4,600 14	.....	4,600 14
Dike district No. 2 .....	.....	.....	.....	.....	.....	8,141 77	.....	8,141 77
City, lone	63 97	6 32	.....	11	.....	967 03	266 14	1,304 07
Totals	\$53,933 42	\$5,872 10	\$79 62	\$115 41	.....	\$127,517 03	\$23,831 96	\$219,339 59

TAXES LEVIED IN PIERCE COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$11,514 36	\$2,632 16	\$58 19	\$203 26	\$5,403 47	\$151,604 28	\$37,489 61	\$218,588 00
State military	509 49	113 37	2 38	9 07	245 43	7,213 22	1,873 79	9,771 74
State highway, public	4,641 26	1,073 42	31 63	62 70	3,226 31	65,712 37	15,245 24	89,020 52
State highway, permanent	6,943 78	1,614 56	32 36	123 38	3,247 33	93,351 02	22,323 38	133,276 72
State school	9,141 03	2,123 05	42 59	162 33	4,403 39	129,419 47	30,031 16	175,324 50
State institutions higher education	4,363 43	1,130 04	22 67	86 06	2,342 31	68,367 33	15,973 01	93,231 00
County general (current expenses)	16,924 86	3,932 54	73 35	301 67	8,132 97	239,622 94	55,003 34	324,617 10
County road and bridge	7,514 39	1,315 61	36 41	139 25	3,764 55	110,643 43	25,674 23	149,333 37
County school	15,842 23	3,650 97	73 32	233 23	7,331 43	234,294 37	52,046 53	308,362 16
County soldiers' and sailors' relief	233 33	43 42	97	3 71	100 33	2,950 20	634 33	3,363 64
County bonds, interest	1,011 31	234 30	4 72	16 02	467 13	14,313 23	3,322 47	19,363 30
County indebtedness	1,324 25	424 03	3 50	32 52	679 11	25,367 73	5,966 32	35,032 36
County sinking								
Road district	3,833 03	2,033 69	41 13	157 49	4,257 73	125,133 33	29,037 74	169,524 33
School district	34,863 06	3,039 53	163 43	631 13	16,732 03	433,533 33	114,322 13	608,530 14
	5,214 00	1,211 49	24 39	92 90	2,511 67	73,330 03	17,129 33	100,008 36
	334 79	54 76	1 70	6 50	175 72	5,164 67	1,133 43	6,363 57
	301 06	50 37	1 32	6 33	139 61	5,543 30	1,236 29	7,509 50
Dike district								
City	50,721 03	11,735 29	239 24	303 77	24,433 36	713,117 72	166,635 73	972,333 73
Metropolitan park	4,913 46	1,141 66	22 90	57 53	2,303 39	69,534 35	16,142 13	94,339 43
Forest fire	40 24	9 33	19	72	19 33	539 35	132 33	771 97
Totals	\$135,433 36	\$43,331 03	\$303 97	\$3,322 90	\$59,334 23	\$2,640,333 31	\$312,670 09	\$3,973,324 54

TAXES LEVIED IN SAN JUAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general			\$3 08	\$31 10		\$2,901 90	\$1,143 94	\$4,080 02
State military			14	1 89		129 85	51 18	182 56
State highway, public.....			1 33	13 43		1,253 35	404 08	1,762 19
State highway, permanent.....			1 89	18 99		1,772 75	698 84	2,492 46
State school			2 46	24 81		2,314 74	912 48	3,254 49
State institutions higher education.....			1 32	18 34		1,245 47	400 94	1,751 07
County general (current expenses).....			8 40	84 70		7,904 01	3,115 80	11,112 91
County road and bridge.....			1 20	12 10		1,129 14	445 11	1,587 55
County school			6 00	60 50		5,645 73	2,225 57	7,937 80
County soldiers' and sailors' relief.....			01	08		2 81	1 11	3 96
County bonds, interest.....								
County indebtedness								
County sinking								
Road district						8,920 06	2,284 18	11,209 63
School district			14 10	135 13		7,291 94	3,568 29	11,004 46
Drainage district								
Dike district								
City, Friday Harbor.....			12 00	115 00		970 55	1,730 30	2,827 85
Totals.....			\$51 92	\$515 92		\$41,482 29	\$17,156 82	\$59,206 96

TAXES LEVIED IN SKAGIT COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$8,199 08	\$1,844 63	\$80 17	\$807 06	.....	\$86,855 25	\$7,002 48	\$84,429 22
State military	399 17	60 54	1 36	18 85	.....	1,659 46	846 86	2,450 74
State highway, public.....	8,849 30	549 12	12 32	125 64	.....	16,060 84	3,141 43	22,227 65
State highway, permanent.....	5,000 96	820 15	18 40	187 06	.....	22,479 78	4,092 01	33,198 98
State school	6,546 35	1,073 59	24 09	245 65	.....	29,426 32	6,141 91	43,457 91
State institutions higher education.....	8,526 44	578 33	12 97	182 83	.....	15,851 02	3,908 57	23,410 26
County general (current expenses).....	17,009 78	2,789 57	62 59	689 28	.....	76,460 19	15,968 88	112,919 29
County road and bridge.....	8,585 37	1,407 98	81 59	322 16	.....	39,591 87	8,064 96	56,968 92
County school	10,781 73	1,759 98	89 49	402 70	.....	49,239 86	10,068 69	71,242 45
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	8,219 52	527 99	11 85	120 80	.....	14,471 96	3,020 61	21,372 73
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	19,077 95	2,835 77	69 43	368 23	.....	73,043 25	7,863 40	108,268 08
School district	23,880 64	4,205 42	83 91	1,054 21	.....	107,808 46	25,637 87	162,665 01
Drainage district	114 44	.....	.....	.....	.....	18,823 80	.....	18,988 24
Dike district	222 14	.....	.....	.....	.....	36,167 93	.....	36,390 07
City	8,284 93	899 83	18 30	776 78	.....	42,124 66	21,871 21	68,970 71
Totals.....	\$118,116 77	\$18,862 90	\$411 47	\$4,095 95	.....	\$572,055 25	\$117,802 87	\$826,935 21

TAXES LEVIED IN SKAMANIA COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$4,616 74	\$191 08		\$15 00		\$6,871 22	\$308 16	\$12,002 15
State military	191 04	7 90		63		284 33	87 57	521 47
State highway, public	1,910 87	79 06		6 21		2,843 26	875 79	5,214 68
State highway, permanent	2,708 86	111 98		8 72		4,027 96	532 44	7,387 46
State school	3,820 75	158 09		12 41		5,686 58	751 59	10,429 87
State institutions higher education	1,910 38	79 06		6 21		2,843 26	875 78	5,214 68
County general (current expenses)	6,686 81	276 66		21 71		9,951 42	1,315 28	18,251 88
County road and bridge	3,183 96	131 74		10 35		4,738 77	626 31	8,691 13
County school	2,387 97	98 81		7 77		3,554 08	469 72	6,518 35
County soldiers' and sailors' relief								
County bonds, interest								
County indebtedness								
County sinking	795 99	32 94		2 60		1,184 69	156 56	2,172 78
Road district	14,057 85	581 67				20,862 65	2,740 16	38,242 33
School district	8,987 71	369 77		64 62		15,504 61	1,741 53	26,618 24
Drainage district								
Dike district								
City	185 08	7 66		31 02		442 38	131 76	797 85
Totals	\$61,390 46	\$2,126 35		\$187 25		\$78,795 16	\$10,162 65	\$142,661 87

TAXES LEVIED IN SNOHOMISH COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$19,574 88	\$2,639 29	\$47 05	\$412 52	\$2,228 21	\$64,695 73	\$13,924 38	\$108,522 06
State military	848 07	114 34	2 04	17 87	96 54	2,802 88	608 26	4,485 00
State highway, public.....	7,829 88	1,055 70	18 82	165 00	891 27	25,877 92	5,569 67	41,408 21
State highway, permanent.....	11,564 90	1,556 22	27 79	248 70	1,316 87	88,220 49	8,226 13	61,158 00
State school	15,843 20	2,126 15	38 09	883 88	1,808 43	52,862 36	11,269 89	83,786 99
State institutions higher education.....	8,096 28	1,091 49	19 46	170 60	921 49	26,755 19	5,758 49	42,812 00
County general (current expenses).....	31,877 72	4,209 09	76 62	671 79	3,628 65	105,857 05	22,675 88	168,585 80
County road and bridge.....	21,745 16	2,961 91	52 26	458 25	2,475 26	71,863 97	15,468 19	115,000 00
County school	30,206 91	4,072 82	72 60	686 58	3,439 46	99,835 23	21,487 40	159,750 00
County soldiers' and sailors' relief.....	1,184 58	152 97	2 73	23 91	129 14	3,749 68	807 04	6,000 00
County bonds, interest.....	1,236 16	166 67	2 97	26 05	140 71	4,085 61	879 88	6,587 50
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	1,890 87	254 95	4 54	39 85	215 24	6,249 49	1,345 06	10,000 00
Road district	65,865 59	9,105 37	143 26	553 75	1,080 06	127,354 86	24,029 75	228,082 60
School district	71,084 66	8,718 66	176 50	1,786 67	9,402 51	235,198 13	64,186 73	390,498 86
Drainage district .....	.....	.....	.....	.....	.....	7,278 01	.....	7,278 01
Dike district .....	.....	.....	.....	.....	.....	28,677 85	.....	28,677 85
City	3,190 81	1,491 32	50 13	1,290 00	9,473 89	171,854 82	29,102 98	216,453 95
Totals.....	\$291,987 97	\$39,788 95	\$784 85	\$6,780 42	\$37,191 20	\$1,072,219 26	\$225,364 18	\$1,674,086 83

TAXES LEVIED IN SPOKANE COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$31,514 43	\$3,461 97	\$34 83	\$2,451 71	\$4,950 74	\$227,938 38	\$36,300 94	\$306,758 00
State military	1,412 20	155 16	3 80	109 86	221 86	10,142 30	1,727 83	13,773 00
State highway, public	12,858 48	1,412 56	34 61	1,000 35	2,020 00	98,086 87	14,796 14	125,208 00
State highway, permanent	19,300 17	2,120 18	51 96	1,345 09	3,081 94	139,030 31	22,330 77	187,811 00
State school	25,209 06	2,769 30	67 86	1,961 17	3,980 21	182,422 49	29,016 91	245,407 00
State institutions higher education	18,516 04	1,484 67	36 88	1,061 42	2,123 14	97,810 69	15,447 66	131,469 00
County general (current expenses)	39,913 33	4,334 61	107 44	3,105 12	6,270 16	288,708 25	45,893 37	388,385 28
County road and bridge	7,804 28	857 33	21 00	607 05	1,226 00	56,407 87	9,039 12	75,992 65
County school	33,330 21	3,664 73	89 80	2,596 31	5,240 70	241,414 48	38,344 95	324,710 18
County soldiers' and sailors' relief	309 60	34 02	38	24 09	48 65	2,222 97	374 23	3,014 39
County bonds, interest	6,813 26	748 46	18 34	530 05	1,070 33	49,322 15	7,814 01	66,316 60
County indebtedness								
County sinking								
Townships	49,087 79	3,973 93	186 06	2,574 83		83,173 38	5,550 53	144,496 57
School district	110,083 49	12,232 00	271 60	5,149 70	13,724 43	661,063 39	107,098 12	909,622 73
City—								
Spokane	28,384 62	4,989 58	433 51	11,144 51	24,604 84	368,723 37	222,594 31	1,155,830 24
Cheney	1,645 74	232 97	4 64	29 76		5,469 72	1,253 80	8,691 63
Fairfield	241 25	14 43	1 31	16 02		623 23	311 57	1,207 86
Deer Park	268 56	21 06		4 06		3,216 52	725 94	4,236 14
Latah	535 40	33 62	3 05	61		1,317 51	702 93	2,598 17
Medical Lake	462 47	86 22	1 39	2 34		1,622 86	363 94	2,539 72
Rockford	506 94	36 72	2 47	45		1,955 73	945 90	3,448 21
Spangle	120 02	25 00	99	30		620 69	186 76	963 76
Waverly	19 81	11 71	2 03	21		863 31	222 11	1,119 18
Hillyard			1 74	76 44	439 03	12,929 44	1,836 91	15,238 61
Totals	\$383,366 15	\$42,755 22	\$1,576 13	\$33,781 04	\$69,962 07	\$3,025,745 96	\$562,896 35	\$4,113,842 92

TAXES LEVIED IN STEVENS COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$3,876 37	\$367 11	\$104 46	.....	.....	\$20,851 76	\$4,006 06	\$29,806 36
State military	174 61	16 54	4 71	.....	.....	989 27	210 21	1,845 34
State highway, public.....	1,559 86	147 73	42 04	.....	.....	8,390 90	1,877 87	12,018 30
State highway, permanent.....	2,816 50	219 39	62 43	.....	.....	12,460 97	2,788 78	17,848 07
State school	3,108 08	294 35	83 76	.....	.....	16,718 98	3,741 74	23,946 91
State institutions higher education.....	1,626 21	154 02	43 84	.....	.....	8,747 72	1,957 74	12,529 53
County general (current expenses).....	9,148 53	771 71	219 59	.....	.....	48,832 52	9,809 79	62,732 14
County road and bridge.....	1,772 89	167 90	47 73	.....	.....	9,536 70	2,134 33	13,659 60
County school	5,820 33	551 22	156 85	.....	.....	31,308 94	7,007 00	44,344 39
County soldiers' and sailors' relief.....	116 41	11 03	3 14	.....	.....	626 13	140 14	896 90
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	1,746 11	165 37	47 06	.....	.....	9,302 68	2,102 10	13,453 32
Road district	9,156 58	792 18	185 54	.....	.....	37,475 31	6,744 81	54,344 37
School district	15,676 51	1,569 60	504 37	.....	.....	88,408 13	19,181 06	125,334 69
Drainage district No. 2.....	.....	.....	.....	.....	.....	6,821 52	.....	6,821 52
Drainage district No. 3.....	.....	.....	.....	.....	.....	9,446 50	.....	9,446 50
City	308 28	29 20	56 77	.....	.....	7,060 69	2,866 93	10,321 87
Totals.....	\$55,407 27	\$5,247 35	\$1,562 34	.....	.....	\$312,013 67	\$65,229 18	\$439,459 81

TAXES LEVIED IN THURSTON COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$3,035 46	\$1,319 45	\$34 90	\$172 46	\$294 51	\$22,703 47	\$4,839 03	\$33,002 63
State military	266 09	79 74	1 52	7 56	12 92	996 12	214 26	1,577 81
State highway, public	2,472 97	739 38	14 18	70 08	119 80	9,227 34	1,936 80	14,630 55
State highway, permanent	3,635 22	1,101 51	21 13	104 44	178 53	13,750 54	2,960 72	21,902 39
State school	4,897 46	1,464 25	28 09	138 79	237 26	18,273 73	3,934 64	28,974 22
State institutions higher education	2,569 95	768 37	14 74	72 88	124 50	9,539 20	2,064 71	15,204 30
County general (current expenses)	11,539 04	3,464 92	66 46	328 42	561 45	43,241 31	9,310 63	63,562 78
County road and bridge	7,273 46	2,174 64	41 71	206 12	352 37	27,139 20	5,843 53	43,031 03
County school	9,455 49	2,327 03	54 23	267 96	453 03	35,230 97	7,536 53	55,940 34
County soldiers' and sailors' relief	72 73	21 74	42	2 06	3 52	271 40	53 44	430 31
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	14,546 91	3,322 24	.....	158 84	124 62	37,843 74	6,224 51	62,220 36
School district	16,623 35	.....	139 04	612 73	891 34	79,049 75	15,202 20	112,523 41
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....
Olympia	1,023 91	429 36	229 42	632 03	907 20	37,772 52	12,735 11	53,780 05
Tenino	833 07	317 04	.....	9 90	.....	1,339 36	509 76	3,039 63
Tumwater	172 85	33 90	.....	.....	875 32	1,659 65	793 21	3,037 93
Bucoda	453 16	165 61	.....	.....	.....	336 33	39 60	1,000 20
Totals	\$32,031 72	\$13,729 93	\$345 34	\$2,334 22	\$4,641 72	\$338,503 13	\$74,336 33	\$521,303 44

TAXES LEVIED IN WAHKIAKUM COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$44 31	.....	.....	\$5 13	.....	\$4,047 36	\$1,000 40	\$5,097 20
State military	2 95	.....	.....	34	.....	269 83	66 70	339 82
State highway, public.....	19 20	.....	.....	2 22	.....	1,753 86	433 51	2,208 79
State highway, permanent.....	26 59	.....	.....	3 07	.....	2,423 41	600 25	3,058 32
State school	36 92	.....	.....	4 27	.....	3,372 30	833 67	4,247 66
State institutions higher education.....	20 68	.....	.....	2 39	.....	1,888 77	466 86	2,378 70
County general (current expenses).....	147 70	.....	.....	16 10	.....	13,491 20	3,335 68	16,990 68
County road and bridge.....	59 08	.....	.....	5 84	.....	5,395 43	1,334 87	6,796 27
County school	73 35	.....	.....	7 55	.....	6,745 60	1,668 34	8,495 34
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	147 70	.....	.....	17 10	.....	13,025 84	3,231 34	16,421 98
School district	221 55	.....	.....	25 65	.....	9,324 08	3,220 55	12,791 78
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City, Cathlamet	95	.....	.....	3 50	.....	130 10	69 91	254 46
Totals.....	\$901 43	.....	.....	\$93 16	.....	\$61,924 23	\$16,262 03	\$79,081 00

TAXES LEVIED IN WALLA WALLA COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$13,781 05	\$1,379 97	\$48 21	\$239 39	\$447 74	\$52,850 04	\$8,413 30	\$77,155 30
State military	633 98	63 47	1 98	11 01	20 00	2,431 12	387 04	3,549 15
State highway, public.....	5,622 67	563 02	17 68	97 67	132 67	21,568 31	3,432 39	31,479 36
State highway, permanent.....	8,434 00	844 53	26 44	146 51	273 96	32,344 65	5,143 95	47,219 04
State school	11,024 84	1,103 97	34 57	191 51	353 19	42,230 60	6,780 56	61,724 24
State institutions higher education.....	6,086 10	604 42	18 98	103 90	195 00	23,143 65	3,687 02	33,794 02
County general (current expenses).....	15,104 08	1,512 44	47 36	262 37	490 72	57,924 42	9,220 87	84,562 21
County road and bridge.....	5,660 23	565 79	17 72	98 15	183 57	21,668 80	3,449 41	31,683 67
County school	12,402 94	1,241 97	33 89	215 45	402 97	47,565 75	7,571 80	69,489 77
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	1,791 54	179 40	5 62	31 12	56 21	6,870 61	1,098 69	10,080 19
Road district	10,804 91	1,007 31	25 29	53 46	.....	8,661 68	1,364 91	21,917 56
School district	16,516 47	1,488 88	97 06	913 32	1,215 32	125,009 40	25,246 34	171,086 21
Drainage district No. 1.....	76 11	.....	.....	.....	.....	1,349 35	.....	1,425 46
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....
Walla Walla	1,790 98	176 97	65 00	838 68	1,279 06	94,907 86	21,783 29	120,841 79
Prescott	378 20	22 47	56	36	.....	1,121 94	1,814 02	2,837 55
Totals.....	\$110,047 95	\$10,754 06	\$440 23	\$3,202 90	\$5,103 01	\$540,298 78	\$93,843 59	\$768,695 52

TAXES LEVIED IN WHATCOM COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$8,212 58	\$1,333 30	\$20 67	\$616 08	\$1,879 84	\$49,913 89	\$11,021 99	\$72,938 30
State military	389 00	59 90	98	27 08	84 46	2,242 65	495 28	3,279 85
State highway, public.....	3,882 22	544 23	8 44	251 45	767 31	20,373 93	4,498 98	29,796 56
State highway, permanent.....	5,028 19	816 33	12 65	877 16	1,150 94	30,559 99	6,748 27	44,698 58
State school	6,570 24	1,066 68	16 53	492 83	1,593 91	39,982 18	8,817 84	58,400 21
State institutions higher education.....	3,521 58	571 72	8 86	264 15	806 07	21,402 98	4,726 20	31,301 46
County general (current expenses).....	13,558 18	2,202 79	34 14	1,017 75	3,105 72	82,463 76	18,209 68	120,602 00
County road and bridge.....	8,848 81	1,486 60	22 27	663 75	2,025 47	53,780 72	11,875 86	78,653 43
County school	14,748 02	2,394 34	37 11	1,166 25	3,375 78	89,634 53	19,798 11	131,689 14
County soldiers' and sailors' relief.....	112 06	18 20	28	8 41	25 66	681 23	150 42	998 23
County bonds, interest.....	710 85	115 40	1 79	58 32	162 71	4,320 39	964 04	6,313 50
County indebtedness, general road and general bridge	17,697 62	2,878 20	44 53	1,327 50	4,060 94	107,561 43	23,751 74	157,306 96
County sinking	2,250 56	365 38	5 66	168 82	515 14	13,678 22	3,020 42	20,004 20
Road district No. 2.....	1,082 71	120 36	3 71	90	104 65	5,459 60	440 92	7,192 85
School district	20,904 98	3,268 41	54 38	2,172 21	6,096 84	144,475 68	35,074 82	212,042 27
Drainage district .....	.....	.....	.....	.....	.....	6,451 28	.....	6,451 28
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	7,983 86	1,331 38	33 00	2,325 98	6,393 02	112,440 71	25,888 52	156,295 97
Townships	16,090 61	2,289 25	31 10	179 46	268 65	55,160 38	14,181 08	87,200 53
Totals.....	\$129,981 54	\$20,802 47	\$336 05	\$11,053 65	\$62,317 11	\$840,563 45	\$189,599 10	\$1,224,653 37

TAXES LEVIED IN WHITMAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$28,554 83	\$2,513 52	\$76 35	\$232 35	.....	\$72,230 34	\$12,170 60	\$115,827 99
State military	1,233 24	112 98	8 43	10 44	.....	3,243 23	546 94	5,205 24
State highway, public.....	11,632 67	1,023 98	31 10	94 65	.....	29,445 53	4,963 05	47,185 98
State highway, permanent.....	17,426 50	1,533 98	46 00	141 30	.....	44,111 44	7,427 50	70,637 30
State school	22,832 82	2,012 48	61 13	136 04	.....	57,872 29	9,744 57	92,739 33
State institutions higher education.....	12,196 44	1,073 74	32 61	99 26	.....	30,877 61	5,199 13	49,480 84
County general (current expenses).....	24,440 36	2,161 33	66 35	193 37	.....	61,365 41	10,416 92	99,138 24
County road and bridge.....	9,153 02	305 69	24 47	74 43	.....	23,169 90	3,301 19	37,127 75
County school	25,796 70	2,270 73	68 96	209 91	.....	65,298 76	10,936 04	104,640 12
County soldiers' and sailors' relief.....	143 46	13 06	40	1 21	.....	375 78	63 27	602 18
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	30,626 53	2,673 92	32 06	171 15	.....	71,410 62	11,957 33	116,921 66
School district	65,533 19	5,933 03	176 01	327 62	.....	167,234 18	23,440 19	238,204 27
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	11,456 53	1,112 42	32 39	530 10	.....	65,707 60	11,452 35	90,321 94
Totals.....	\$261,163 39	\$23,235 85	\$701 33	\$2,307 33	.....	\$302,336 71	\$117,273 13	\$1,038,033 34

TAXES LEVIED IN YAKIMA COUNTY, AS SHOWN BY TAX ROLLS FOR 1914.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$9,061 10	\$1,871 22	\$26 62	\$240 07	\$632 14	\$98,498 14	\$8,501 79	\$78,226 08
State military	408 08	61 75	1 20	10 81	28 96	2,634 01	382 85	3,522 61
State highway, public	3,679 82	556 79	10 81	97 48	216 08	23,751 48	3,452 20	31,764 16
State highway, permanent	5,508 42	883 60	16 18	145 94	323 50	35,559 10	5,168 40	47,555 14
State school	7,253 11	1,097 61	21 81	192 17	425 96	46,821 76	6,805 39	62,617 31
State institutions higher education	3,862 23	584 47	11 35	102 39	226 82	24,982 25	3,623 82	33,348 27
County general (current expenses)	17,768 48	2,688 14	52 19	470 64	1,048 20	114,670 16	16,666 95	158,854 71
County road and bridge	6,992 81	1,058 22	20 55	185 27	410 67	45,141 44	6,561 17	60,870 13
County school	14,555 46	2,202 68	42 77	385 64	854 81	98,961 41	13,637 00	126,659 77
County soldiers' and sailors' relief	98 49	14 90	29	2 62	5 78	685 79	92 41	850 28
County bonds, interest								
County indebtedness								
County sinking	1,167 81	176 72	8 48	80 94	68 59	7,538 72	1,085 73	10,081 94
Road district	24,745 98	3,741 73		168 01	928 39	142,599 72	13,238 53	185,417 41
School district	34,719 31	5,651 09	72 52	709 74	1,441 43	186,666 34	29,722 83	259,012 51
Drainage district	140 90					19,278 62		19,419 52
Dike district						1,111 92		1,111 92
City	9,086 60	1,489 11	230 26	1,632 61	2,507 50	145,608 70	33,821 15	199,845 93
Totals	\$139,042 95	\$21,508 08	\$509 48	\$4,889 27	\$9,008 88	\$949,404 56	\$147,739 82	\$1,271,632 99

Sixth Biennial Report

TAXES LEVIED FOR ALL PURPOSES, STATE AND MUNICIPAL, THE AMOUNT PAID BY PUBLIC CORPORATIONS AND THE AMOUNT BORNE BY PROPERTY IN THE STATE OF WASHINGTON YEAR 1914.

	Amount Levied	P
nd right-of-way.....	\$3,988,079 88	
stock, etc.....	548,665 54	
and property.....	14,098 31	
and property.....	195,779 98	
.....	637,080 39	
roperty.....	26,841,131 42	
al property.....	4,643,580 81	
.....	\$36,818,416 31	
.....	\$2,557,272 01	
.....	115,418 54	
public.....	1,087,190 57	
permanent.....	1,548,988 87	
.....	2,050,957 04	
as of higher education.....	1,088,973 98	
(current expense).....	3,842,884 88	
nd bridge.....	1,590,309 80	
.....	2,844,064 26	
' and sailors' relief.....	48,580 17	
interest.....	527,469 95	
dness	370,728 13	
.....	102,083 29	
.....	2,734,566 85	
.....	7,212,664 75	
nent district.....	282,193 51	
ct	97,961 83	
.....	82,927 62	
.....	328,746 88	
.....	231,697 10	
.....	8,068,895 58	
s.....	23,890 75	
e totals.....	\$36,818,416 31	

TABLE SHOWING THE AMOUNT OF TAXES LEVIED FOR ALL PURPOSES, STATE, COUNTY AND MUNICIPAL, THE AMOUNT PAID BY PUBLIC SERVICE CORPORATIONS AND THE AMOUNT BORNE BY OTHER PROPERTY IN THE STATE FOR THE YEAR 1915.

TAXES LEVIED IN ADAMS COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$11,115 70	\$1,232 17	\$24 23	\$84 59	.....	\$13,343 97	\$2,532 33	\$28,832 96
State military	1,752 87	194 30	3 82	5 45	.....	2,133 09	407 21	4,546 74
State highway, public.....	8,807 05	976 25	19 20	27 38	.....	10,909 70	2,046 00	22,844 58
State highway, permanent.....	13,253 32	1,469 13	23 89	41 21	.....	16,506 23	3,073 98	34,577 76
State school	17,699 59	1,931 99	33 53	55 03	.....	22,043 90	4,111 36	45,910 95
State institutions of higher education.....	9,533 84	1,050 32	20 78	29 64	.....	11,873 36	2,214 35	24,729 51
County general (current expenses).....	21,376 32	2,369 55	46 59	66 46	.....	26,623 07	4,936 02	55,443 01
County road and bridge.....	12,825 30	1,421 74	27 95	39 88	.....	15,973 32	2,979 61	33,263 80
County school	11,756 93	1,303 26	25 62	36 56	.....	14,642 67	2,731 31	30,496 40
County soldiers' and sailors' relief.....	427 53	47 40	98	1 33	.....	532 45	99 32	1,103 96
County bonds, interest.....	470 23	52 14	1 02	1 46	.....	535 70	109 26	1,219 36
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	13,866 04	1,633 41	38 26	34 53	.....	21,967 10	3,422 93	41,012 30
School district	37,955 91	4,665 09	110 79	249 31	.....	50,378 22	9,593 65	102,963 47
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
Cities	3,928 77	506 57	9 33	110 03	.....	13,153 11	2,641 23	20,349 54
Totals.....	\$164,770 00	\$18,939 32	\$396 49	\$733 33	.....	\$221,275 96	\$40,939 54	\$447,105 14

TAXES LEVIED IN ASOTIN COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$9 26	.....	\$4,000 72	\$818 14	\$4,927 12
State military	1 49	.....	659 03	131 65	792 77
State highway, public	7 41	.....	3,280 49	654 05	3,942 55
State highway, permanent	11 13	.....	4,929 61	983 74	5,924 48
State school	14 82	.....	6,500 98	1,309 90	7,885 10
State institutions of higher education	7 79	.....	3,450 72	688 62	4,147 13
County general (current expenses)	52 39	.....	23,108 95	4,628 55	27,874 80
County road and bridge	3 36	.....	1,489 53	297 24	1,790 13
County school	40 05	.....	17,782 88	3,538 65	21,311 08
County soldiers' and sailors' relief	24	.....	106 39	21 23	127 86
County bonds, interest and redemption	12 02	.....	5,819 70	1,061 60	6,303 32
County indebtedness
County sinking
Road district	8 76	.....	20,346 90	3,788 18	24,003 84
School district	68 22	.....	24,363 01	4,778 90	29,210 13
Drainage district
Dike district
District horticultural	24	.....	106 39	21 23	127 86
City	68 25	.....	8,600 09	2,612 16	11,275 50
Totals	\$300 43	.....	\$124,289 49	\$25,283 84	\$149,823 76

TAXES LEVIED IN BENTON COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$6,683 14	\$622 83	\$10 34	\$16 76	.....	\$8,432 36	\$888 37	\$16,653 80
State military	1,086 01	101 21	1 68	2 72	.....	1,870 26	144 36	2,706 24
State highway, public	5,374 36	500 86	8 31	13 47	.....	6,781 02	714 40	13,392 42
State highway, permanent	8,019 77	747 40	12 40	20 10	.....	10,118 88	1,086 06	19,984 55
State school	11,027 19	1,027 68	17 05	27 64	.....	13,913 39	1,465 81	27,478 78
State institutions of higher education	5,680 67	529 41	8 78	14 24	.....	7,167 50	755 12	14,155 72
County general (current expenses)	21,274 67	1,982 70	32 90	53 33	.....	26,843 01	2,827 98	58,014 59
County road and bridge	8,353 98	778 54	12 92	20 94	.....	10,540 45	1,110 46	20,817 24
County school	8,576 70	799 30	13 26	21 50	.....	10,821 58	1,140 08	21,372 37
County library	55 69	5 19	08	14	.....	70 27	7 40	138 77
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....
Road district	23,649 39	2,116 68	34 37	28 03	.....	25,645 85	1,788 92	53,263 24
School district	25,880 84	2,426 80	38 60	104 29	.....	49,154 88	5,083 46	82,688 92
Drainage district	124 36	.....	.....	.....	.....	10,940 19	.....	11,064 55
Dike district	.....	.....	.....	.....	.....	.....	.....	.....
City	3,485 80	511 62	9 80	108 50	.....	13,743 78	4,172 06	22,026 55
Port district, Kennewick	464 02	58 58	1 86	6 59	.....	1,237 45	262 91	2,021 43
Totals	\$129,786 54	\$12,203 80	\$202 37	\$433 25	.....	\$196,780 72	\$21,417 87	\$360,779 06

TAXES LEVIED IN CHELAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$4,250 69	\$432 89	\$11 46	\$88 41	.....	\$16,649 25	\$1,675 69	\$23,108 39
State military	680 11	69 26	1 86	14 14	.....	2,063 83	268 11	3,697 83
State highway, public.....	3,400 55	346 81	9 16	70 78	.....	13,819 40	1,840 55	18,486 70
State highway, permanent.....	5,100 83	519 47	13 75	106 10	.....	19,979 10	2,010 83	27,780 08
State school	6,801 11	682 63	18 83	141 47	.....	26,683 80	2,681 11	36,973 45
State institutions of higher education.....	3,577 87	364 41	9 70	74 46	.....	14,003 49	1,410 45	19,440 38
County general (current expenses).....	14,126 77	1,433 68	38 09	298 85	.....	55,332 19	5,509 02	76,788 60
County road and bridge.....	10,852 83	1,106 26	29 26	226 75	.....	42,503 72	4,278 87	59,000 19
County school	8,906 56	907 05	24 01	185 26	.....	34,885 49	3,511 12	48,419 49
County soldiers' and sailors' relief.....	184 49	18 78	49	3 83	.....	722 64	72 73	1,002 96
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	10,135 45	1,063 82	27 91	131 11	.....	29,694 49	3,299 88	44,921 66
School district	22,829 30	2,345 38	55 50	610 87	.....	118,716 89	13,190 76	157,749 70
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	5,720 55	570 59	11 66	601 40	.....	78,013 53	8,668 73	98,591 51
Totals.....	\$96,567 11	\$9,844 03	\$251 15	\$2,547 38	.....	\$453,132 92	\$47,976 85	\$610,319 44

TAXES LEVIED IN CLALLAM COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$275 82	\$10 92	\$4 57	\$15 64	.....	\$13,399 78	\$1,858 35	\$15,560 08
State military	44 15	1 75	78	2 50	.....	2,144 97	299 68	2,490 78
State highway, public.....	220 65	8 74	3 66	12 53	.....	10,719 84	1,482 68	12,448 07
State highway, permanent.....	330 99	13 00	5 48	18 76	.....	16,079 75	2,224 01	18,672 11
State school	441 00	17 46	7 81	25 02	.....	21,424 53	2,938 24	24,878 56
State institutions of higher education.....	232 18	9 19	8 85	13 17	.....	11,280 00	1,500 15	13,093 60
County general (current expenses).....	1,676 98	66 38	27 82	95 12	.....	81,471 26	11,268 86	94,606 92
County road and bridge.....	779 15	30 84	12 92	44 19	.....	37,832 52	5,235 43	43,955 05
County school	418 92	16 58	6 94	23 76	.....	20,852 05	2,814 92	23,633 17
County soldiers' and sailors' relief.....	10 65	42	17	60	.....	517 32	71 56	600 72
County bonds, interest and redemption.....	513 46	20 32	8 51	29 12	.....	24,944 62	3,450 15	28,966 38
County indebtedness	196 81	7 73	3 24	11 08	.....	9,488 35	1,812 35	11,018 06
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	1,634 38	44 32	.....	30 00	.....	82,088 20	3,678 08	87,420 58
School district	2,106 23	96 79	59 02	167 56	.....	65,926 12	8,212 05	71,564 77
River improvement district.....	53 24	2 10	86	3 02	.....	2,586 59	357 77	3,008 60
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
Circulating library	1 60	08	08	10	.....	88 88	12 21	102 55
City, Port Angeles.....	911 65	84 90	80 37	119 68	.....	31,255 51	6,233 91	38,740 97
Town of Sequim.....	36 80	.....	.....	67 20	.....	1,410 74	366 95	1,831 69
Totals.....	\$9,883 16	\$431 61	\$222 50	\$679 00	.....	\$432,980 94	\$48,444 45	\$492,641 06

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$3,126 85	\$631 21	\$0 12	\$22 23	\$96 75	\$19,417 94	\$8,000 00	\$36,877 25
State military	592 11	100 21	02 02	15 92	17 02	3,347 92	327 59	4,547 79
State highway, public	2,408 04	447 00	10 10	71 14	76 05	14,904 04	2,356 56	20,312 51
State highway, permanent	3,112 05	671 40	14 14	106 71	114 07	22,451 06	3,534 82	30,470 27
State school	4,672 31	938 47	19 19	128 08	147 59	29,015 30	4,572 42	39,414 23
State institutions of higher education	2,533 82	470 93	10 10	74 86	80 02	15,735 23	2,479 65	21,874 64
County general (current expenses)	12,833 69	2,405 00	02 02	322 25	403 61	80,380 09	12,632 09	109,147 25
County road and bridge	7,183 16	1,336 11	29 29	212 26	237 01	44,688 94	7,084 49	60,637 36
County school	8,965 20	1,670 15	36 36	265 45	233 76	55,798 67	8,793 11	75,793 70
County soldiers' and sailors' relief	179 70	33 40	.....	5 31	5 68	1,115 97	175 89	1,615 92
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	2,336 15	484 24	09 09	69 02	73 77	14,507 65	2,286 21	19,707 13
County sinking	13,877 69	2,650 47	.....	100 13	244 43	66,334 60	6,198 67	89,396 39
Road district	11,239 87	2,179 30	44 44	329 06	239 39	69,265 35	13,969 51	97,233 73
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Totals	\$77,221 23	\$14,457 23	\$3 13	\$2,333 26	\$2,325 42	\$431,730 49	\$79,102 47	\$957,133 23

TAXES LEVIED IN COLUMBIA COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$1,955 22	\$130 05	\$7 50	\$33 85	.....	\$3,332 65	\$1,343 53	\$11,807 85
State military	308 02	20 48	1 13	5 33	.....	1,312 03	212 45	1,860 14
State highway, public.....	1,540 07	102 44	5 91	26 63	.....	6,533 33	1,032 24	9,300 70
State highway, permanent.....	2,330 20	154 99	8 94	40 34	.....	9,930 69	1,607 21	14,072 37
State school	3,103 93	203 66	11 92	53 79	.....	13,240 91	2,142 95	18,733 16
State institutions of higher education.....	1,607 03	103 89	6 17	27 32	.....	6,843 75	1,103 42	9,705 03
County general (current expenses).....	6,695 97	445 33	25 70	115 33	.....	23,533 45	4,613 42	40,437 35
County road and bridge.....	5,353 78	353 30	20 53	92 74	.....	22,829 16	3,694 74	32,350 23
County school	3,214 07	213 78	12 34	55 64	.....	13,697 50	2,216 84	19,410 17
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	6,772 09	300 30	18 05	33 53	.....	31,522 73	4,159 33	42,803 13
School district	8,433 14	545 71	30 32	55 00	.....	31,734 29	7,617 62	43,446 03
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....
Dayton	750 70	101 63	1 39	253 50	.....	12,073 63	6,633 17	19,370 27
Starbuck	133,23	13 05	1 39	3 20	.....	323 57	303 02	1,395 93
Totals.....	\$42,253 45	\$2,697 63	\$152 03	\$300 33	.....	\$137,431 43	\$36,841 04	\$270,223 04

TAXES LEVIED IN COWLITZ COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$2,718 11	\$879 98	\$18 97	\$47 55	.....	\$12,261 86	\$1,116 57	\$17,042 54
State military	429 93	139 19	3 00	7 52	.....	1,939 41	176 60	2,695 65
State highway, public	2,149 31	695 84	15 00	37 60	.....	9,695 57	882 92	13,476 24
State highway, permanent	3,224 14	1,043 82	22 50	53 41	.....	14,544 05	1,324 44	20,215 36
State school	4,298 78	1,391 72	30 00	75 21	.....	19,391 79	1,765 89	26,953 39
State institutions of higher education	2,255 82	730 64	15 75	39 48	.....	10,180 49	927 07	14,150 25
County general (current expenses)	7,761 82	2,512 87	54 17	135 79	.....	35,013 49	3,188 47	48,668 61
County road and bridge	5,909 19	1,913 09	41 23	108 38	.....	26,656 34	2,427 43	37,050 66
County school	6,180 68	2,000 98	43 13	108 13	.....	27,880 98	2,538 95	38,752 85
County soldiers' relief	143 74	46 53	1 00	2 52	.....	648 39	59 05	901 23
County bonds, interest	1,492 45	483 18	10 42	29 12	.....	6,732 41	613 08	9,357 66
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	.....	.....	.....	.....	.....	.....	.....	.....
Road district	12,979 41	4,120 85	90 21	164 30	.....	55,087 02	3,750 25	76,172 04
School district	12,394 46	4,134 05	88 04	253 30	.....	50,130 11	6,089 85	73,092 81
Drainage district	.....	.....	.....	.....	.....	.....	.....	.....
Dike district	.....	.....	.....	.....	.....	.....	.....	.....
City	1,511 20	547 95	9 96	113 08	.....	11,916 99	.....	11,916 99
Totals	\$68,450 04	\$20,640 69	\$443 87	\$1,173 39	.....	\$292,095 98	\$27,734 65	\$406,538 10

TAXES LEVIED IN DOUGLAS COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$1,001 97	\$158 52	\$2 84	\$28 89	.....	\$10,928 79	\$1,211 20	\$18,982 21
State military	241 83	23 41	46	8 83	.....	1,751 80	194 19	2,242 11
State highway, public	1,329 09	126 83	2 27	19 12	.....	8,740 06	909 14	11,187 71
State highway, permanent	1,945 11	190 30	8 41	28 05	.....	18,115 06	1,454 17	16,786 78
State school	2,000 76	253 74	4 55	28 25	.....	17,489 46	1,989 19	22,845 90
State institutions of higher education	1,400 20	133 57	2 40	20 14	.....	9,217 26	1,022 24	11,795 90
County general (current expenses)	5,843 20	541 45	10 06	84 03	.....	88,008 50	4,200 25	49,526 00
County road and bridge	3,016 21	247 70	5 16	43 86	.....	19,827 36	2,194 41	25,874 20
County school	8,469 76	330 14	5 98	49 88	.....	22,808 80	2,528 09	29,194 32
County soldiers' and sailors' relief	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	800 80	29 53	53	4 45	.....	2,086 50	225 80	2,441 68
Road district	4,910 08	518 81	18 76	35 24	.....	38,660 18	459 35	44,571 47
Rehool district	6,618 92	680 81	9 19	128 70	.....	68,151 28	702 18	71,230 06
Brainage district	.....	.....	.....	.....	.....	.....	.....	.....
Like district	.....	.....	.....	.....	.....	.....	.....	.....
City	.....	.....	.....	.....	.....	.....	.....	.....
Waterville	70 85	.....	.....	24 77	.....	5,008 24	65 72	5,214 08
Bridgeport	.....	.....	.....	1 05	.....	1,126 01	48 94	1,170 00
Mansfield	278 75	.....	.....	8 00	.....	1,881 17	64 40	2,277 32
Totals	\$43,900 22	\$1,232 08	\$60 50	\$514 09	.....	\$254,444 71	\$17,828 17	\$509,549 44

TAXES LEVIED IN FERRY COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$1,141 38	\$108 98	.....	\$4 80	.....	\$2,101 44	\$356 22	\$4,012 27
State military	181 61	17 34	.....	68	.....	334 39	104 48	688 45
State highway, public	899 24	85 87	.....	3 38	.....	1,655 71	517 03	3,161 23
State highway, permanent	1,888 11	127 77	.....	5 04	.....	2,468 76	769 37	4,704 05
State school	1,827 76	174 53	.....	6 88	.....	3,365 31	1,050 90	6,425 98
State institutions of higher education	936 78	89 44	.....	3 51	.....	1,724 81	588 63	3,293 17
County general (current expenses)	7,679 26	733 27	.....	28 90	.....	14,139 24	4,415 31	26,995 96
County road and bridge	3,359 68	320 81	.....	12 65	.....	6,185 91	1,981 69	11,810 74
County school	3,590 06	342 80	.....	18 52	.....	6,610 09	2,064 15	12,620 62
County soldiers' and sailors' relief	113 27	10 82	.....	43	.....	208 55	65 12	398 19
County bonds, interest	284 13	27 13	.....	1 07	.....	523 16	163 36	998 85
County indebtedness	931 11	88 91	.....	3 50	.....	1,714 38	585 36	3,273 26
District horticultural	83 51	7 98	.....	31	.....	153 76	48 02	298 58
Road district	7,001 23	670 28	.....	14 98	.....	11,183 79	3,300 09	22,120 37
School district	7,615 19	728 01	.....	82 07	.....	11,604 52	8,539 56	28,519 35
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	201 71	19 48	.....	28 89	.....	4,231 80	2,108 97	6,590 85
Totals	\$37,183 98	\$3,553 42	.....	\$160 11	.....	\$68,150 62	\$26,808 21	\$135,856 34

TAXES LEVIED IN FRANKLIN COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$6,890 28	\$811 05	\$16 83	.....	.....	\$5,472 21	\$888 38	\$13,798 75
State military	1,078 15	128 02	2 66	.....	.....	889 78	106 19	2,177 80
State highway, public	5,390 84	640 12	18 29	.....	.....	4,818 97	525 95	10,889 17
State highway, permanent	8,088 39	959 85	19 92	.....	.....	6,476 17	788 64	16,327 97
State school	10,804 53	1,298 64	26 85	.....	.....	8,728 36	1,062 91	22,006 29
State institutions of higher education	5,067 40	672 96	18 98	.....	.....	4,540 53	552 98	11,447 80
County general (current expenses)	27,422 68	3,256 23	67 59	.....	.....	21,970 14	2,675 44	55,392 03
County road and bridge	4,515 84	596 21	11 13	.....	.....	3,617 96	440 58	9,121 72
County school	6,822 21	750 72	15 59	.....	.....	5,066 16	616 82	12,770 49
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	19,288 85	2,215 77	48 15	.....	.....	12,874 55	1,168 55	35,090 87
School district	27,756 50	3,434 57	71 98	.....	.....	30,645 18	3,643 21	65,551 89
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....
Connell	973 86	178 36	2 56	.....	.....	684 76	280 74	2,129 77
Kahlotus	295 98	14 34	95	.....	.....	348 71	190 11	850 09
Pasco	5,999 18	1,012 88	11 82	.....	.....	19,840 57	3,560 56	29,924 51
Totals	\$130,519 14	\$15,904 72	\$322 74	.....	.....	\$124,457 04	\$16,273 01	\$287,476 65

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$306 11	\$17 34	\$0 06	\$0 39	.....	\$5,455 67	\$1,162 71	\$6,618 38
State military	49 37	2 80	11	1 51	.....	884 79	187 58	1,123 11
State highway, public	244 89	13 87	56	7 51	.....	4,368 54	980 17	5,356 51
State highway, permanent	367 33	20 81	79	11 33	.....	6,562 81	1,305 25	8,378 25
State school	489 77	27 75	1 06	15 02	.....	8,777 08	1,880 33	11,171 01
State institutions of higher education	258 71	14 66	57	7 93	.....	4,636 23	962 68	5,900 83
County general (current expenses)	1,017 06	57 63	2 19	31 19	.....	18,228 60	3,803 19	22,197 86
County road and bridge	780 08	44 30	1 68	23 92	.....	13,979 62	2,963 08	17,792 58
County school	562 46	35 59	1 29	18 17	.....	10,617 44	2,250 40	13,518 34
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	1,549 46	37 80	3 31	33 74	.....	23,990 76	4,829 64	35,404 94
School district	946 16	23 60	2 07	45 39	.....	16,204 49	4,480 85	21,792 56
City .....	.....	.....	.....	.....	.....	.....	.....	.....
1	1 97	11	.....	06	.....	26 39	7 51	45 04
.....	367 25	20 81	34	37 61	.....	6,131 92	3,401 74	9,980 17
Total	\$5,970 62	\$304 97	\$15 09	\$242 70	.....	\$125,001 89	\$29,315 28	\$160,940 00

TAXES LEVIED IN GRANT COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$6,152 46	\$709 81	\$14 13	\$15 71	.....	\$12,232 43	\$1,132 36	\$20,336 93
State military	979 84	113 05	2 25	2 50	.....	1,955 09	188 30	3,242 03
State highway, public.....	4,876 40	502 59	11 20	12 45	.....	9,784 98	987 18	16,134 73
State highway, permanent.....	7,291 80	841 26	16 74	18 62	.....	14,556 95	1,401 32	24,126 69
State school	9,684 43	1,117 30	22 24	24 73	.....	19,333 45	1,861 12	32,043 27
State institutions of higher education.....	5,195 41	500 40	11 93	13 25	.....	10,871 82	908 44	17,190 25
County general (current expenses).....	16,862 30	1,945 42	33 72	43 06	.....	33,662 93	3,240 55	53,792 93
County road and bridge.....	18,229 52	2,103 16	41 86	46 55	.....	36,392 36	3,508 29	60,316 74
County school	7,747 54	383 85	17 60	19 78	.....	15,466 75	1,488 89	25,634 61
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	26,669 33	3,130 52	60 46	62 08	.....	53,547 05	3,850 40	57,320 20
School district	37,630 95	4,470 53	83 83	113 12	.....	69,437 59	8,000 74	119,776 34
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	8,657 33	341 59	8 11	27 33	.....	5,233 03	3,181 90	12,430 20
Totals.....	\$145,027 81	\$16,303 51	\$339 32	\$309 13	.....	\$251,935 41	\$29,834 44	\$474,424 62

TAXES LEVIED IN GRAYS HARBOR COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$2,673 39	\$477 31	\$6 77	\$116 51	\$650 89	\$36,073 09	\$5,616 02	\$45,618 92
State military	428 97	76 59	1 03	18 09	104 43	5,789 13	901 16	7,820 05
State highway, public.....	2,137 76	331 08	5 41	98 16	320 43	23,849 67	4,490 84	36,478 95
State highway, permanent.....	3,203 64	572 52	8 12	139 74	730 65	43,274 51	6,736 25	54,718 43
State school	4,303 97	768 44	10 30	137 56	1,047 78	53,033 16	9,041 42	73,443 23
State institutions of higher education.....	2,251 53	401 99	5 70	93 12	543 13	30,334 30	4,729 31	38,420 18
County general (current expenses).....	10,036 33	1,302 62	25 56	439 99	2,457 91	136,252 31	21,209 43	172,234 20
County road and bridge.....	5,633 56	1,005 33	14 26	245 51	1,371 47	76,025 24	11,334 43	96,131 35
County school	5,166 66	922 47	13 03	225 16	1,297 31	69,725 36	10,353 67	88,164 21
County soldiers' and sailors' relief.....	118 50	21 16	30	5 15	23 35	1,539 20	243 95	2,022 11
County bonds and interest.....	1,639 33	301 71	4 23	73 64	411 33	22,804 66	3,549 35	28,335 35
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	13,253 63	2,193 37	23 20	144 34	.....	169,271 07	12,337 11	197,763 22
School district	15,463 72	2,905 25	23 30	705 34	3,630 20	163,910 12	34,401 33	226,073 76
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	9,800 03	2,223 05	.....	1,336 49	12,273 63	207,037 06	63,939 17	302,169 43
Totals.....	\$76,232 52	\$14,033 99	\$132 46	\$4,330 40	\$25,113 50	\$1,054,035 43	\$195,430 04	\$1,389,443 39

TAXES LEVIED IN ISLAND COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$5 85	.....	.....	\$2,082 47	\$68 22	\$2,821 54
State military	1 05	.....	.....	364 80	50 84	416 69
State highway, public	5 00	.....	.....	1,787 16	242 06	1,984 22
State highway, permanent	7 20	.....	.....	2,501 50	348 58	2,857 28
State school	9 40	.....	.....	8,265 85	455 08	8,730 83
State institutions of higher education	5 25	.....	.....	1,824 01	254 16	2,083 42
County general (current expenses)	40 00	.....	.....	18,897 24	1,986 52	15,873 76
County road and bridge	20 00	.....	.....	6,948 62	988 26	7,986 88
County school	25 00	.....	.....	8,685 77	1,210 33	9,921 10
County soldiers' and sailors' relief	15	.....	.....	.....	52 11	7 27	59 53
County bonds, interest
County indebtedness
County sinking	5 10	.....	.....	1,771 90	246 90	2,023 90
Road district	50 00	.....	.....	17,871 55	2,420 65	19,842 20
School district	69 00	.....	.....	20,855 86	8,119 28	28,844 14
Drainage district
Dike district	3,580 00	.....	3,580 00
City
Totals	\$243 00	.....	.....	\$84,358 84	\$11,349 15	\$95,944 99

TAXES LEVIED IN JEFFERSON COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$352 61	\$70 32	\$4 35	\$40 33	.....	\$7,880 71	\$827 35	\$9,175 67
State military	53 96	11 36	.....	6 51	.....	1,280 00	133 65	1,469 18
State highway, public.....	279 33	55 72	3 45	31 95	.....	6,253 07	655 52	7,279 09
State highway, permanent.....	419 75	88 71	5 18	48 01	.....	9,877 12	984 87	10,913 64
State school	560 80	111 84	6 92	64 14	.....	12,545 43	1,315 81	14,604 94
State institutions of higher education.....	292 94	58 42	3 62	33 50	.....	6,563 88	687 34	7,639 70
County general (current expenses).....	1,742 09	353 18	21 50	199 24	.....	33,974 12	4,087 44	45,877 57
County road and bridge.....	746 60	148 89	9 22	85 39	.....	16,691 36	1,751 76	19,433 22
County school	606 91	121 03	7 49	69 41	.....	13,571 51	1,424 00	15,800 35
County soldiers' and sailors' relief.....	6 10	1 22	.....	70	.....	131 17	14 32	153 59
County bonds, interest.....	222 42	44 36	2 75	25 44	.....	4,906 33	521 87	5,783 22
County indebtedness	1,266 04	246 72	15 63	144 30	.....	23,346 02	2,970 52	32,989 73
County sinking	223 52	45 57	2 32	26 13	.....	5,171 04	586 19	6,010 27
Road district	1,773 26	354 68	21 65	114 20	.....	32,614 50	2,419 20	37,302 49
School district	1,979 19	394 67	23 31	236 16	.....	39,812 53	5,206 65	47,701 51
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	188 28	37 53	3 06	236 58	.....	19,265 29	4,917 25	24,647 99
Totals.....	\$10,726 85	\$2,139 22	\$131 73	\$1,412 49	.....	\$243,424 13	\$23,452 74	\$286,287 16

TAXES LEVIED IN KING COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$18,423 23	\$2,744 56	\$72 38	\$2,614 28	\$10,124 84	\$243,029 08	\$95,323 56	\$312,927 03
State military	2,932 25	439 80	11 00	419 08	1,022 46	38,942 36	5,001 28	50,054 78
State highway, public	14,032 19	2,179 79	67 49	2,076 84	8,041 86	198,130 82	28,008 06	248,227 14
State highway, permanent	21,801 83	3,261 26	88 00	3,107 24	12,081 00	289,022 85	41,979 75	371,879 63
State school	29,457 96	4,338 40	115 78	4,181 15	16,190 11	838,913 23	55,488 08	990,734 13
State institutions of higher education	15,325 89	2,333 13	60 21	2,176 30	9,422 59	302,338 62	29,868 08	399,994 67
County general (current expenses)	69,309 82	10,334 14	272 53	2,846 09	36,123 38	915,402 74	133,023 47	1,176,872 11
County road and bridge	16,245 44	2,420 11	65 82	2,305 81	8,927 94	214,479 80	31,182 25	276,595 23
County school	37,880 76	6,635 71	425 87	5,969 54	20,790 50	499,439 49	72,287 47	641,748 83
County soldiers' and sailors' relief	1,774 58	284 36	6 97	251 88	975 25	23,422 21	3,402 08	30,028 23
County bonds, interest	15,745 34	2,345 61	61 86	2,324 88	8,653 13	207,679 75	30,108 22	267,113 73
County indebtedness	48 40	7 21	19	6 87	36 00	688 26	92 71	820 94
Forest fire protection	79,711 38	12,213 87	120 36	1,055 97	3,061 81	235,573 24	17,980 73	330,361 96
.....	108,652 53	16,082 24	148 08	16,106 14	69,158 77	1,442,085 49	205,802 06	1,847,690 78
.....	1,177 67	173 44	4 63	167 15	647 21	15,554 77	2,258 30	19,985 17
.....	.....	.....	.....	.....	.....	7,988 00	.....	7,988 00
.....	.....	.....	.....	.....	.....	2,830 55	4 45	2,835 00
.....	8,856 75	1,319 40	34 80	1,257 09	4,807 38	116,981 02	16,988 09	150,250 13
.....	67,855 75	10,576 09	227 64	43,674 33	167,043 20	3,702,573 91	575,417 86	4,908,008 77
.....	10,738 21	1,592 37	11 25	880 04	1,770 21	83,514 08	9,842 30	98,516 31
.....	4,436 44	690 90	17 43	699 09	2,438 12	53,001 55	8,507 32	75,291 46
.....	17,062 07	2,540 28	60 09	2,430 40	9,371 26	256,025 86	32,509 02	299,176 76
Totals	\$542,170 02	\$81,439 67	\$2,505 86	\$59,273 81	\$988,851 04	\$9,063,304 04	\$1,336,534	\$11,478,180 44

TAXES LEVIED IN KITSAP COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$21 11	.....	\$2 74	\$62 02	.....	\$7,119 44	\$1,049 58	\$8,254 89
State military	3 39	.....	44	9 94	.....	1,141 85	168 27	1,323 89
State highway, public	16 92	.....	2 19	49 71	.....	5,706 87	841 83	6,617 02
State highway, permanent	25 30	.....	3 28	74 82	.....	8,532 08	1,257 88	9,892 76
State school	33 84	.....	4 89	99 42	.....	11,413 70	1,682 67	13,234 02
State institutions of higher education	17 89	.....	2 32	52 57	.....	6,084 56	889 65	6,986 99
County general (current expenses)	134 08	.....	17 37	308 76	.....	45,202 80	6,664 02	52,411 98
County road and bridge	33 51	.....	4 34	98 44	.....	11,300 71	1,668 01	13,103 01
County school	83 77	.....	10 85	246 10	.....	23,251 77	4,165 01	32,757 50
County soldiers' and sailors' relief	50	.....	08	1 48	.....	169 51	24 99	196 54
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	184 08	.....	18 78	190 48	.....	39,481 98	5,678 20	44,498 47
School district	212 18	.....	27 47	1,049 87	.....	97,577 96	14,985 42	113,252 39
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City .....	.....	.....	.....	564 75	.....	28,766 00	4,240 82	33,571 57
Re-surveys .....	.....	.....	.....	.....	.....	882 72	56 42	439 14
Totals	\$716 47	.....	\$94 23	\$2,892 86	.....	\$290,061 89	\$42,765 22	\$336,549 67

TAXES LEVIED IN KITITAS COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$8,215 00	\$1,180 82	\$26 87	\$88 90	.....	\$14,172 92	\$2,470 82	\$26,135 33
State military	1,350 41	194 11	4 42	11 33	.....	2,829 79	406 16	4,296 22
State highway, public.....	6,583 26	946 26	21 54	55 22	.....	11,357 75	1,930 04	20,944 07
State highway, permanent.....	9,846 74	1,415 37	32 21	82 59	.....	16,988 09	2,961 60	31,326 60
State school	13,110 24	1,884 46	42 89	109 96	.....	22,618 43	3,943 15	41,709 13
State institutions of higher education.....	6,881 47	989 14	22 51	57 72	.....	11,872 25	2,069 73	21,892 82
County general (current expenses).....	25,882 89	3,720 39	84 67	217 10	.....	44,654 40	7,784 76	82,344 20
County road and bridge.....	6,752 06	970 54	22 09	56 63	.....	11,648 97	2,080 81	21,481 10
County school	16,317 47	2,345 46	53 33	136 86	.....	28,151 69	4,907 79	51,912 65
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	5,064 04	727 91	16 57	42 48	.....	8,736 72	1,523 10	16,110 82
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	15,460 69	2,941 06	64 53	115 09	.....	33,092 88	4,102 71	55,776 93
School district	34,716 25	4,020 67	101 22	233 63	.....	57,249 78	11,573 26	107,943 81
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	3,633 23	692 51	8 00	304 67	.....	45,838 28	11,302 96	61,809 64
Totals.....	\$153,813 74	\$22,028 72	\$500 90	\$1,542 18	.....	\$303,740 95	\$57,061 53	\$543,638 37

TAXES LEVIED IN KLIKITAT COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$5,773 26	\$226 08	.....	.....	\$9,513 57	\$1,514 38	\$17,338 28
State military	989 86	38 58	.....	.....	1,597 58	246 51	2,822 52
State highway, public	4,672 83	191 79	.....	.....	7,942 14	3,038 59	14,081 91
State highway, permanent	7,006 60	237 08	.....	.....	11,913 22	1,838 39	21,047 98
State school	9,284 22	380 27	.....	.....	15,747 34	2,430 06	27,321 89
State institutions of higher education	5,102 08	209 42	.....	.....	8,672 44	1,338 30	15,322 19
County	10,069 80	413 23	.....	.....	17,116 67	2,541 37	30,241 17
County school	6,780 37	380 43	.....	.....	14,925 74	2,303 23	26,370 32
County soldiers' and sailors' relief	9,479 04	389 09	.....	.....	16,113 49	2,498 41	28,467 08
County bonds, interest .....	.....	14 38	.....	.....	588 40	91 55	1,048 37
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....
County sinking	3,007 82	123 45	.....	.....	6,112 18	788 88	9,032 03
Road district	17,714 56	731 19	.....	.....	29,144 19	6,713 55	54,303 48
School district	21,786 54	890 44	.....	.....	39,568 34	5,319 01	68,003 33
Drainage district .....	.....	.....	.....	.....	9,870 98	.....	9,870 98
Dike district	455 19	18 73	.....	.....	6,713 16	2,190 13	9,377 21
City .....	.....	.....	.....	.....	.....	.....	.....
Totals	\$104,402 08	\$4,285 71	.....	.....	\$194,945 39	\$61,627 41	\$636,183 54

TAXES LEVIED IN LEWIS COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$3,080 14	\$601 38	\$18 45	\$90 17	\$30 71	\$23,294 84	\$2,728 12	\$30,123 81
State military	497 67	148 56	2 98	14 52	8 84	3,701 66	439 37	4,863 09
State highway, public	2,473 78	713 58	14 77	72 18	16 57	18,048 45	2,123 96	24,123 29
State highway, permanent	3,708 53	1,009 77	22 15	108 22	24 80	27,966 94	3,274 11	36,164 68
State school	4,978 79	1,436 17	29 78	145 28	38 26	37,562 23	4,305 51	48,551 17
	2,588 63	749 02	15 50	75 75	17 40	19,574 67	2,292 42	25,821 34
	13,086 96	3,946 13	31 72	359 39	91 72	108,178 59	12,068 51	133,470 04
	7,192 28	2,074 67	42 94	209 57	49 20	54,213 59	6,349 66	70,186 23
	10,411 52	3,008 29	62 17	308 81	69 77	78,485 68	9,191 77	101,829 01
	512 25	147 76	3 06	14 95	3 43	3,861 55	452 23	4,995 23
	52 06	15 02	31	1 33	35	302 42	45 96	507 65
	2,502 98	721 99	14 94	73 64	16 77	13,806 20	2,209 70	24,407 57
School district	16,901 21	4,478 10	94 61	295 48	61 58	116,920 70	15,994 46	154,747 14
Drainage district	31,669 87	6,482 12	127 40	705 69	201 29	134,634 46	22,516 28	186,206 07
Dike district								
City	7,408 04	2,734 88	52 19	694 88	153 28	64,548 70	17,406 70	92,808 57
Totals	\$97,547 73	\$23,609 40	\$932 92	\$6,106 71	\$702 68	\$705,300 71	\$101,558 74	\$988,068 84

TAXES LEVIED IN LINCOLN COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$5,795 39	\$851 27	\$19 83	\$62 78	.....	\$21,544 48	\$4,269 00	\$32,542 20
State military	983 12	137 06	3 11	10 11	.....	3,468 87	687 35	5,289 62
State highway, public.....	4,688 15	681 28	15 47	50 25	.....	17,242 34	3,416 54	26,044 03
State highway, permanent.....	6,961 79	1,022 59	23 22	75 42	.....	25,880 53	5,128 18	39,091 73
State school	9,242 57	1,360 55	30 90	100 34	.....	34,439 67	6,822 98	52,011 01
State institutions of higher education.....	4,885 15	717 56	16 30	52 92	.....	18,160 36	3,596 70	27,430 99
County general (current expenses).....	11,595 36	1,703 20	38 68	125 61	.....	48,105 89	8,541 35	65,110 09
County road and bridge.....	8,892 07	1,306 12	29 66	96 33	.....	38,056 33	6,550 06	49,930 57
County school	10,666 82	1,566 81	35 53	115 53	.....	39,654 00	7,857 37	59,896 14
County soldiers' and sailors' relief.....	64 04	9 41	22	69	.....	238 05	47 17	359 53
County bonds, interest.....	800 47	117 58	2 67	8 67	.....	2,975 74	589 64	4,494 77
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	13,809 41	1,961 58	45 71	119 28	.....	49,214 68	7,643 24	72,238 90
School district	28,559 64	4,056 15	98 85	314 05	.....	84,574 96	18,042 59	135,640 74
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	2,810 18	472 39	8 11	165 39	.....	18,954 49	13,288 74	35,199 30
Totals.....	\$108,674 16	\$15,963 55	\$362 31	\$1,297 40	.....	\$692,504 34	\$85,482 91	\$905,284 67

TAXES LEVIED IN MASON COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$170 49	\$82 57	.....	\$9 86	.....	\$5,829 82	\$558 74	\$7,751 48
State military	27 28	13 22	.....	1 53	.....	1,008 09	105 43	1,240 60
State highway, public.....	136 40	66 07	.....	7 89	.....	5,464 26	527 06	6,201 65
State highway, permanent.....	204 59	99 10	.....	11 84	.....	8,195 82	790 47	9,301 82
State school	272 80	132 16	.....	15 78	.....	10,928 56	1,054 02	12,403 92
State institutions of higher education.....	143 21	69 35	.....	8 28	.....	5,786 94	558 32	6,511 10
County general (current expenses).....	1,147 66	555 89	.....	66 40	.....	45,976 00	4,434 31	52,180 26
County road and bridge.....	483 00	233 95	.....	27 95	.....	19,349 59	1,886 25	21,960 74
County school	318 85	154 44	.....	18 45	.....	12,773 15	1,231 96	14,403 85
County soldiers' and sailors' relief.....	3 08	1 47	.....	18	.....	121 32	11 69	137 69
County bonds, interest.....	32 99	15 98	.....	1 91	.....	1,321 61	127 47	1,499 96
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	1,052 22	525 81	.....	47 33	.....	45,600 65	3,629 13	50,855 14
School district	1,251 05	627 22	.....	53 27	.....	30,188 66	4,335 85	36,451 05
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	141 72	75 37	.....	39 38	.....	4,119 98	1,359 83	6,336 23
Totals.....	\$5,385 29	\$2,652 60	.....	\$310 10	.....	\$197,694 40	\$21,236 50	\$227,327 89

TAXES LEVIED IN OKANOGAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$1,979 06	\$190 99	.....	\$26 43	.....	\$7,071 14	\$1,884 21	\$11,101 88
State military	318 68	30 75	.....	4 25	.....	1,133 77	285 35	1,782 78
State highway, public.....	1,576 54	152 16	.....	21 06	.....	5,621 96	1,461 14	8,832 84
State highway, permanent.....	2,373 19	229 08	.....	31 69	.....	8,456 37	2,199 50	13,289 78
State school	3,166 66	306 51	.....	42 27	.....	11,299 33	2,983 95	17,746 72
State institutions of higher education.....	1,647 82	159 03	.....	22 00	.....	5,891 96	1,827 21	9,238 02
County general (current expenses).....	11,564 08	1,116 02	.....	154 41	.....	41,276 00	10,717 69	64,828 20
County road and bridge.....	4,190 34	403 43	.....	55 82	.....	14,906 22	3,874 38	23,419 19
County school	7,228 60	697 61	.....	98 52	.....	25,786 36	6,609 53	40,517 62
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness (warrants, old series)....	3,283 06	316 84	.....	43 84	.....	11,708 50	3,042 76	18,395 00
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	10,862 12	1,047 32	.....	113 95	.....	31,968 23	7,567 40	51,539 02
School district	15,502 96	1,496 17	.....	252 38	.....	68,609 97	16,412 17	97,273 67
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	365 37	37 18	.....	55 60	.....	12,008 26	5,711 57	18,192 98
Building and repair.....	4,092 29	394 94	.....	54 64	.....	14,598 34	3,792 77	22,982 98
Agricultural expert	419 29	40 46	.....	5 60	.....	1,496 06	388 61	2,350 02
Horticultural inspection	100 63	9 71	.....	1 34	.....	362 30	98 27	567 25
Totals.....	\$68,669 69	\$6,627 15	.....	\$981 79	.....	\$257,177 76	\$68,551 51	\$402,007 90

TAXES LEVIED IN PACIFIC COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$974 90	\$130 40	\$2 61	\$21 56	\$38 46	\$16,268 10	\$1,879 54	\$19,345 57
State military	157 05	21 01	42	3 47	11 08	2,020 85	302 80	3,116 63
State highway, public.....	792 34	105 99	2 12	17 62	55 64	13,222 29	1,627 64	15,723 54
State highway, permanent	1,170 83	156 61	3 14	25 89	82 22	19,538 29	2,257 36	23,234 34
State school	1,563 46	209 13	4 19	34 56	109 79	26,090 41	3,014 35	31,025 91
State institutions of higher education.....	824 18	110 24	2 21	18 23	57 88	13,758 54	1,599 01	16,355 29
County general (current expenses).....	3,476 41	465 01	9 31	76 88	244 12	58,012 77	6,702 52	68,987 02
County road and bridge.....	2,829 81	378 52	7 58	62 56	198 71	47,222 43	5,455 86	56,155 49
County school	1,980 86	264 97	6 31	48 81	139 10	33,055 72	3,819 08	39,308 85
County soldiers' and sailors' relief.....	17 68	2 37	05	39	1 23	295 19	34 11	351 02
County bonds, interest.....	1,230 96	164 66	3 30	27 23	86 44	20,541 78	2,373 28	24,427 65
County indebtedness								
County sinking								
Road district	6,252 49	843 52	16 60	41 24	158 27	94,757 64	5,441 14	107,505 90
School district	6,119 45	683 11	11 91	184 82	685 18	98,744 68	18,901 82	115,280 97
Drainage district No. 1.....						400 00		400 00
Dike districts Nos 1 and 3.....						3,705 87		3,705 87
County road and bridge indebtedness.....	899 17	120 28	2 41	19 89	68 14	15,004 88	1,738 59	17,843 36
City	1,376 86	234 72	6 10	227 86	708 42	47,078 45	16,853 59	65,984 00
Totals.....	\$29,666 45	\$3,890 54	\$77 26	\$805 95	\$2,612 68	\$505,312 89	\$66,385 69	\$608,751 41

TAXES LEVIED IN PEND OREILLE COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$2,046 77	\$244 54	\$3 55	\$8 13	.....	\$4,694 21	\$331 43	\$7,928 63
State military	928 11	39 20	57	1 30	.....	752 51	149 31	1,271 00
State highway, public	1,640 55	196 01	2 85	6 51	.....	3,762 53	746 56	6,355 01
State highway, permanent	2,458 01	233 08	4 25	9 74	.....	5,625 88	1,116 29	9,502 25
State school	3,281 09	392 02	5 69	13 03	.....	7,525 06	1,493 12	12,710 01
State institutions of higher education	1,721 79	205 72	2 99	6 84	.....	3,948 87	783 54	6,600 75
County general (current expenses)	12,499 40	1,493 40	21 68	49 62	.....	28,666 90	5,688 08	48,419 08
County road and bridge	5,074 76	606 32	8 80	20 15	.....	11,638 76	2,309 36	19,658 15
County school	3,562 33	425 62	6 18	11 14	.....	8,170 07	1,621 10	13,799 44
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	1,765 54	210 94	3 06	7 01	.....	4,049 20	803 44	6,839 19
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	8,916 67	1,065 17	13 14	21 54	.....	20,173 19	4,189 71	34,399 42
School district	8,923 37	1,101 71	10 16	46 99	.....	25,825 98	6,290 00	42,198 21
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district No. 1 .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district No. 2 .....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....
Newport	625 33	68 32	1 15	34 95	.....	4,089 42	990 07	5,809 24
Ione	77 94	10 57	.....	11	.....	972 68	366 38	1,429 68
Metaline Falls	43 77	5 80	.....	.....	.....	523 81	145 18	718 56
Totals	\$52,960 43	\$6,378 42	\$34 07	\$240 06	.....	\$144,246 29	\$27,625 57	\$231,534 84

TAXES LEVIED IN PIERCE COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$6,539 29	\$1,696 64	\$69 06	\$1,387 31	\$2,157 19	\$32,346 17	\$17,616 76	\$111,802 41
State military	1,025 88	286 17	9 28	217 64	338 42	12,918 44	2,763 71	17,539 52
State highway, public	5,168 60	1,339 71	46 68	1,086 46	1,703 88	66,022 77	13,910 67	88,282 21
State highway, permanent	7,661 77	1,998 06	69 38	1,629 68	2,584 07	96,782 98	20,694 60	131,335 49
State school	10,464 54	2,715 06	94 51	2,230 06	3,452 06	131,775 06	28,191 86	178,912 61
State institutions of higher education	5,878 30	1,396 43	48 57	1,141 00	1,774 20	67,726 46	14,489 09	91,963 06
County general (current expenses)	24,748 96	6,421 18	223 52	6,250 48	8,164 22	311,661 96	66,678 39	423,133 69
County road and bridge	5,848 64	1,517 45	52 82	1,240 79	1,929 86	78,649 19	16,756 17	99,994 42
County school	17,775 21	4,611 82	160 58	3,771 00	5,868 71	223,834 84	47,886 21	308,908 32
County soldiers' and sailors' relief	394 09	102 24	9 56	83 61	130 01	4,962 86	1,061 69	6,737 86
County bonds, interest	877 34	227 62	7 92	186 12	289 41	11,047 78	2,363 50	14,939 64
County indebtedness	1,169 96	308 56	10 57	248 20	386 96	14,732 66	3,151 84	20,002 72
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road districts	8,568 71	2,222 66	77 38	1,617 43	2,826 00	107,876 71	23,079 65	146,465 54
School districts	37,046 62	9,611 86	334 58	7,859 42	12,230 99	466,510 68	99,808 16	683,387 30
Inter-county river improvement	6,849 20	1,517 59	52 82	1,240 91	1,929 54	78,666 27	16,757 68	100,004 01
River improvement district	701 86	182 10	6 34	143 90	231 53	8,888 18	1,890 80	11,939 71
Drainage district	162 38	42 12	1 47	34 46	53 57	2,044 74	437 44	2,776 17
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	56,134 18	14,564 19	608 96	11,908 84	18,517 62	708,871 44	151,224 84	959,728 07
Metropolitan park	5,423 14	1,407 06	48 98	1,150 52	1,788 99	68,291 11	14,609 89	92,719 68
Totals	\$200,961 66	\$62,137 43	\$1,314 86	\$42,681 80	\$66,290 22	\$2,530,489 98	\$541,361 44	\$3,435,677 42

TAXES LEVIED IN SAN JUAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$16 00	.....	\$1,513 40	\$208 50	\$2,024 90
State military	2 58	.....	238 92	80 02	321 47
State highway, public	12 00	.....	1,135 74	400 51	1,538 21
State highway, permanent	18 98	.....	1,798 61	600 78	2,413 37
State school	26 53	.....	2,805 81	889 32	3,871 06
State in tion	18 32	.....	1,258 61	421 50	1,696 32
County County road and bridge	88 33	.....	3,345 07	2,795 20	11,238 60
County school	33 88	.....	3,200 85	1,072 13	4,305 86
County soldiers' and sailors' relief	60 50	.....	5,715 80	1,914 03	7,690 83
County bonds, interest
County indebtedness
County sinking
Road district	10,411 90	2,439 05	12,855 95
School district	6 00	.....	7,468 18	2,999 02	10,422 73
Drainage district	21 58	.....	.....	.....	.....
Dike district
City	115 00	.....	1,019 70	1,300 00	2,324 70
Totals	\$415 26	.....	\$44,630 60	\$15,308 74	\$60,474 50

TAXES LEVIED IN SKAGIT COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$4,498 38	\$613 83	\$15 57	\$165 62	.....	\$19,240 20	\$3,251 70	\$27,765 30
State military	730 70	99 71	2 58	26 90	.....	3,125 31	524 94	4,510 09
State highway, public.....	3,562 17	488 09	12 32	131 15	.....	15,235 89	2,559 11	21,986 73
State highway, permanent.....	5,388 92	735 36	18 64	198 40	.....	23,049 17	3,871 48	33,261 97
State school	7,124 32	972 17	24 64	262 29	.....	30,471 79	5,118 24	43,973 45
State institutions of higher education.....	3,722 01	507 90	12 87	137 08	.....	15,919 55	2,673 95	22,973 31
County general (current expenses).....	18,267 52	2,492 75	68 18	672 56	.....	78,132 88	13,123 66	112,752 55
County road and bridge.....	9,138 76	1,246 37	31 59	336 28	.....	39,066 46	6,561 83	56,876 29
County school	11,417 20	1,557 95	39 50	420 35	.....	48,888 04	8,202 29	70,470 33
County soldiers' and sailors' relief.....	91 34	12 46	32	3 36	.....	390 65	65 62	563 75
County bonds, interest.....	1,484 24	202 54	5 13	54 65	.....	6,348 34	1,086 30	9,161 20
County indebtedness, redemption.....	1,712 58	233 70	5 92	68 05	.....	7,324 88	1,230 33	10,570 46
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	20,351 02	2,792 34	70 35	350 95	.....	74,046 32	6,508 64	104,114 62
School district	28,405 98	3,929 99	94 05	1,271 68	.....	116,191 86	24,013 72	173,907 23
Drainage district	79 35	.....	.....	.....	.....	11,391 99	.....	11,471 34
Dike district	198 84	.....	.....	.....	.....	39,150 05	.....	39,348 89
City	4,642 31	608 92	16 29	997 27	.....	47,784 20	18,686 63	72,680 62
Totals.....	\$120,810 64	\$16,487 08	\$412 90	\$5,091 49	.....	\$675,702 56	\$97,383 46	\$815,888 13

TAXES LEVIED IN SKAMANIA COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$2,176 22	\$89 62	.....	.....	.....	\$3,372 96	\$557 09	\$6,195 89
State military	352 04	14 50	.....	.....	.....	545 68	90 12	1,002 29
State highway, public	1,792 18	73 81	.....	.....	.....	2,777 73	458 79	5,102 51
State highway, permanent	2,624 27	108 07	.....	.....	.....	4,067 59	671 80	7,471 53
State school	3,616 87	148 93	.....	.....	.....	5,605 06	925 77	10,296 13
State institutions of higher education	1,856 19	76 44	.....	.....	.....	2,876 98	476 17	5,284 73
County general (current expenses)	9,600 97	395 39	.....	.....	.....	14,880 70	2,457 81	27,334 87
County road and bridge	6,400 65	253 60	.....	.....	.....	9,920 47	1,638 58	18,223 25
County school	2,880 29	118 02	.....	.....	.....	4,464 21	737 84	8,200 46
County road bond interest	8,160 83	336 08	.....	.....	.....	12,648 60	2,089 18	23,234 64
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest	112 01	4 61	.....	.....	.....	173 61	28 67	318 90
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	880 09	30 24	.....	.....	.....	1,364 06	225 30	2,505 69
Road district	8,943 16	368 80	.....	.....	.....	13,909 89	2,118 88	25,329 73
School district	7,523 75	310 08	.....	.....	.....	14,391 61	1,532 75	24,263 19
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	496 90	20 42	.....	.....	.....	1,186 11	344 56	2,046 99
Totals	\$57,419 92	\$2,364 71	.....	.....	.....	\$92,674 96	\$14,351 21	\$166,810 80

TAXES LEVIED IN SNOHOMISH COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$8,913 04	\$1,723 08	\$23 30	\$207 65	\$1,108 76	\$82,147 17	\$6,688 10	\$50,806 06
State military	1,422 20	275 14	3 72	33 14	176 25	5,134 38	1,067 97	8,112 50
State highway, public.....	7,122 69	1,876 94	18 62	165 98	882 08	25,689 98	5,844 76	40,600 98
State highway, permanent.....	10,674 45	2,063 52	27 91	243 67	1,321 87	38,499 71	8,009 81	60,845 94
State school	14,303 40	2,765 04	37 40	388 28	1,771 26	51,588 24	10,782 54	81,581 11
State institutions of higher education.....	7,472 20	1,444 48	19 54	174 07	925 32	26,960 06	5,606 98	42,592 59
County general (current expenses).....	35,019 69	6,769 89	91 58	816 04	4,886 72	126,307 80	26,278 18	199,619 88
County road and bridge.....	24,398 66	4,716 28	68 79	568 40	3,021 20	87,998 10	18,306 66	139,086 08
County school	28,411 59	5,492 44	74 28	661 98	3,518 40	102,474 26	21,319 50	161,982 89
County soldiers' and sailors' relief.....	526 20	101 72	1 38	12 24	66 16	1,897 89	394 88	2,999 47
County bonds, interest.....	1,146 69	221 66	3 00	26 70	142 00	4,136 68	800 42	6,586 10
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	60,617 50	11,456 30	143 26	500 75	1,069 96	126,311 60	24,260 70	224,349 07
School district	68,510 79	12,277 74	175 45	1,785 59	9,891 22	256,423 63	54,989 07	398,508 49
Drainage district .....	.....	.....	.....	.....	.....	15,912 63	.....	15,912 63
Dike district .....	.....	.....	.....	.....	.....	18,827 85	.....	18,827 85
City	14,243 59	2,753 53	58 72	1,645 04	10,796 04	182,728 44	41,100 16	258,325 52
Totals.....	\$277,780 68	\$58,486 71	\$741 98	\$7,129 38	\$68,511 22	\$1,106,022 86	\$824,969 68	\$1,706,581 90

TAXES LEVIED IN SPOKANE COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$16,493 86	\$1,989 10	\$43 45	\$1,226 05	\$2,416 31	\$116,757 73	\$17,879 46	\$156,753 00
State military	2,643 56	310 79	6 96	196 50	387 27	18,674 02	2,861 90	25,081 00
State highway, public	13,195 06	1,551 28	34 76	980 84	1,983 05	98,406 22	14,903 57	125,404 80
State highway, permanent	19,792 62	2,826 92	62 14	1,471 26	2,899 53	140,109 34	21,455 34	188,107 20
State school	26,398 93	3,103 50	69 54	1,962 33	3,867 89	186,783 43	28,610 15	250,795 41
State institutions of higher education	13,861 75	1,629 66	36 52	1,080 40	2,080 72	98,077 71	15,022 84	131,689 59
County general (current expenses)	48,684 73	5,723 61	128 25	3,618 92	7,132 25	344,627 84	52,769 13	462,684 73
County road and bridge	7,159 14	841 66	18 85	532 16	1,043 80	50,643 68	7,755 76	68,000 00
County school	34,126 06	4,012 03	89 90	2,536 72	4,999 40	241,501 32	36,984 55	324,250 00
County soldiers' and sailors' relief	531 24	62 45	1 39	39 48	77 82	3,717 24	570 38	5,000 00
County bonds, interest	1,789 73	210 40	4 71	183 03	262 13	12,660 53	1,939 42	17,000 00
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	5,053 19	594 06	13 31	375 63	740 29	36,743 00	5,475 50	49,000 00
Townships	44,989 57	5,251 87	121 35	425 91	531 20	75,223 78	5,324 19	132,367 87
School district	85,209 02	9,386 69	231 10	6,649 27	13,015 43	631,334 34	93,573 59	844,949 49
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	29,607 01	3,403 07	87 53	9,769 29	20,615 31	851,441 69	144,273 61	1,059,203 06
Totals	\$349,435 50	\$40,897 19	\$939 31	\$30,947 79	\$62,007 55	\$2,900,706 92	\$454,304 39	\$3,839,239 15

TAXES LEVIED IN STEVENS COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$1,795 64	\$173 29	.....	\$52 27	.....	\$10,757 24	\$2,159 66	\$14,938 10
State military	287 42	27 74	.....	8 37	.....	1,721 86	345 69	2,391 07
State highway, public	1,434 94	138 48	.....	41 77	.....	8,596 86	1,725 83	11,987 88
State highway, permanent	2,152 85	207 72	.....	62 65	.....	12,894 22	2,688 68	17,905 02
State school	2,872 25	277 20	.....	88 61	.....	17,207 53	3,454 65	23,895 34
State institutions of higher education	1,506 71	145 41	.....	43 86	.....	9,026 34	1,812 16	12,534 48
County general (current expenses)	7,543 80	728 03	.....	219 59	.....	45,198 06	9,073 10	62,757 57
County road and bridge	1,580 31	147 69	.....	44 55	.....	9,167 73	1,840 54	12,730 82
County school	5,398 43	520 02	.....	156 85	.....	32,280 75	6,480 79	44,826 84
County soldiers' and sailors' relief	10 77	1 04	.....	31	.....	64 53	12 96	89 64
County bonds, interest .....	.....	.....	.....	.....	.....	.....	.....	.....
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking	2,419 40	233 49	.....	70 43	.....	14,494 08	2,909 87	20,127 25
Road district	8,524 56	782 68	.....	206 78	.....	43,702 24	7,053 08	60,272 34
School district	14,818 02	1,421 63	.....	468 90	.....	82,236 83	16,157 45	114,597 28
Drainage district No. 2 .....	.....	.....	.....	.....	.....	5,647 40	.....	5,647 40
Drainage district No. 3 .....	.....	.....	.....	.....	.....	19,650 24	.....	19,650 24
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	408 52	39 60	.....	105 42	.....	11,799 66	4,343 50	16,696 70
Totals	\$50,193 22	\$1,814 02	.....	\$1,559 76	.....	\$324,440 11	\$59,980 96	\$440,998 07

TAXES LEVIED IN THURSTON COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$3,600 01	\$1,055 10	\$13 05	\$38 39	\$178 89	\$12,042 15	\$1,939 91	\$18,972 52
State	2,871 54	170 44	2 92	13 47	28 90	2,153 07	321 45	5,084 79
State	2,302 81	835 97	14 30	33 33	141 74	9,027 74	1,076 02	15,082 09
State	4,236 98	1,247 78	21 25	98 18	210 54	14,843 08	1,663 47	22,329 18
State	5,704 03	1,571 93	23 61	132 13	233 43	19,000 01	3,153 34	30,064 13
State	3,013 47	884 66	15 14	69 91	149 90	9,427 33	2,341 97	15,307 72
Count	12,645 41	3,709 09	63 29	239 11	653 33	42,330 09	6,936 31	66,995 57
Count	9,692 33	2,840 63	43 61	224 49	451 63	32,424 54	5,337 43	51,079 82
County school	10,772 33	3,157 19	54 20	249 50	535 30	30,043 58	5,954 43	56,771 53
County soldiers' and sailors' relief	110 77	32 43	5 53	2 57	5 50	370 09	61 22	583 77
County bonds, interest								
County indebtedness								
County sinking								
Road district	12,331 20	3,354 42		114 02	130 59	32,550 58	4,067 13	53,013 27
School district	20,302 29	6,103 02	133 33	554 19	1,300 73	72,680 74	13,403 37	114,433 27
Drainage district								
Dike district								
City—								
Olympia	1,456 18	290 40	234 70	347 36	1,947 91	49,222 39	14,139 05	69,137 99
Tumwater	198 79	38 65			77 69	2,331 21	913 32	3,459 63
Tenino	1,204 90	450 71				2,213 57	799 51	4,665 69
Bucoda	513 49	174 47				355 90	39 35	1,113 21
Totals	\$39,506 53	\$35,916 95	\$900 51	\$2,780 64	\$3,181 52	\$337,503 37	\$62,303 95	\$525,339 33

TAXES LEVIED IN WAHKIAKUM COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$10 96	.....	.....	\$3 20	.....	\$2,089 96	\$591 42	\$2,701 54
State military	3 18	.....	.....	60	.....	391 87	110 89	506 54
State highway, public	13 78	.....	.....	2 60	.....	1,698 09	480 53	2,196 00
State highway, permanent	19 08	.....	.....	3 60	.....	2,351 21	665 35	3,089 24
State school	26 50	.....	.....	5 00	.....	3,265 56	924 10	4,221 16
State institutions of higher education	15 90	.....	.....	3 00	.....	1,969 33	554 46	2,532 69
County general (current expenses)	127 20	.....	.....	24 00	.....	15,674 70	4,435 06	20,261 56
County road and bridge	42 40	.....	.....	8 00	.....	6,224 90	1,478 56	6,753 86
County school	53 00	.....	.....	10 00	.....	6,531 12	1,848 20	8,442 32
County soldiers' and sailors' relief .....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest and redemption	90 22	.....	.....	17 00	.....	11,102 79	8,141 94	14,351 95
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	105 10	.....	.....	6 00	.....	12,455 50	3,466 74	16,083 34
School district	124 39	.....	.....	24 30	.....	12,156 08	4,156 92	16,461 59
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City, Cathlamet	1 80	.....	.....	21 00	.....	909 67	844 49	1,276 96
Totals	\$639 51	.....	.....	\$128 20	.....	\$75,810 78	\$22,199 23	\$98,777 77

TAXES LEVIED IN WALLA WALLA COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$7,149 98	\$888 45	\$22 19	\$122 65	\$206 86	\$27,238 68	\$4,748 66	\$40,179 92
State military	1,173 04	114 26	8 64	20 12	35 98	4,465 90	779 08	6,592 02
State highway, public.....	5,697 64	554 99	17 68	97 74	174 80	21,691 43	3,784 09	32,018 37
State highway, permanent.....	8,546 46	832 48	26 52	146 60	292 22	32,537 15	5,676 13	48,027 56
State school	11,395 28	1,109 97	35 36	195 47	349 62	43,382 87	7,568 18	64,086 75
State institutions of higher education.....	5,976 94	582 19	18 55	102 53	183 38	22,754 73	3,989 58	33,587 90
County general (current expenses).....	14,970 27	1,458 20	46 46	256 80	459 30	56,998 17	9,942 51	84,126 71
County road and bridge.....	8,378 88	816 16	26 00	143 78	257 07	31,899 16	5,564 84	47,085 84
County school	12,969 34	1,262 32	40 22	222 30	397 60	49,337 88	8,606 95	72,826 11
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	.....	.....	.....
County bonds, interest.....	.....	.....	.....	.....	.....	.....	.....	.....
County court house.....	11,171 84	1,068 21	84 67	191 64	342 76	42,532 23	7,419 78	62,781 13
County sinking	1,955 07	190 44	6 07	33 54	59 99	7,443 12	1,298 46	10,986 69
Road district	10,489 22	1,050 90	22 68	46 66	.....	11,571 87	1,988 88	25,117 69
School district	38,189 85	3,410 54	124 58	725 17	1,295 44	136,218 40	25,980 84	205,894 77
Drainage district No. 1.....	380 04	.....	.....	.....	.....	10 306 49	.....	10,686 53
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City—	.....	.....	.....	.....	.....	.....	.....	.....
Walla Walla	2,298 72	235 22	90 00	1,117 89	1,522 82	181,843 98	30,546 01	167,652 59
Prescott	308 12	17 19	56	39	.....	1,175 95	1,485 25	2,882 46
Totals.....	\$141,083 60	\$13,419 52	\$515 13	\$8,428 23	\$5,547 84	\$381,386 91	\$119,207 22	\$914,533 04

TAXES LEVIED IN WHATCOM COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$4,009 27	\$613 74	\$10 60	\$307 80	\$1,125 14	\$25,799 84	\$5,933 76	\$37,800 15
State military	640 64	98 07	1 60	49 18	179 78	4,116 72	925 41	6,011 49
State highway, public.....	3,208 48	490 39	9 47	245 94	899 00	20,584 07	4,664 70	30,096 05
State highway, permanent.....	4,806 49	735 63	12 70	368 92	1,848 58	30,873 88	6,994 11	45,139 26
State school	6,412 01	961 55	16 95	492 26	1,799 43	41,220 71	9,328 57	60,251 48
State institution of higher education.....	3,364 13	514 98	8 89	253 27	944 09	21,611 61	4,896 32	31,508 29
County general (current expenses).....	14,067 61	2,153 48	37 19	1,079 99	3,947 85	90,718 84	20,451 68	132,456 64
County road and bridge.....	9,565 97	1,464 36	25 29	734 39	2,684 53	61,436 05	13,896 81	89,807 40
County school	14,067 61	2,153 48	37 19	1,079 99	3,947 85	90,417 87	20,475 76	132,179 75
General road	4,220 28	646 04	11 16	324 00	1,184 35	27,153 45	6,245 94	39,785 22
County soldiers' and sailors' relief.....	.....	.....	.....	.....	.....	1 06	3 09	4 15
County bonds, interest.....	708 38	107 67	1 86	54 00	197 39	4,523 53	1,023 50	6,611 38
County indebtedness .....	.....	.....	.....	.....	.....	1 89	.....	1 89
County sinking .....	.....	.....	.....	.....	.....	7 60	.....	7 60
Road district .....	.....	.....	.....	.....	.....	43 02	6 18	49 20
School district	19,490 08	2,798 58	56 08	2,460 51	7,664 89	160,879 89	35,141 13	228,481 16
Drainage district and ditches.....	.....	.....	.....	.....	.....	6,761 25	.....	6,761 25
Dike district .....	.....	.....	.....	.....	.....	914 23	.....	914 23
City	7,296 52	965 92	29 39	2,364 61	7,249 17	114,960 35	27,140 69	159,996 69
Townships	13,652 14	2,322 67	39 10	156 19	509 08	59,594 69	13,884 81	90,142 63
Horticultural fund (county).....	.....	.....	.....	.....	.....	75	.....	75
General bridge fund (county).....	.....	.....	.....	.....	.....	56 10	206 40	262 50
Bond redemption (county).....	2,138 28	327 33	5 65	164 16	600 07	13,733 53	3,112 65	20,061 67
Totals.....	\$107,626 89	\$16,378 89	\$296 21	\$10,140 21	\$34,271 15	\$775,400 96	\$174,831 51	\$1,118,440 82

TAXES LEVIED IN WHITMAN COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$13,309 06	\$1,147 15	\$39 08	\$122 26	.....	\$60,651 50	\$5,606 46	\$67,905 50
State military	2,137 13	133 33	6 25	19 54	.....	5,333 77	1,055 08	9,265 13
State highway, public	10,666 80	915 23	31 13	97 56	.....	29,207 16	5,271 11	46,249 08
State highway, permanent	15,974 32	1,370 75	46 70	143 10	.....	43,831 11	7,594 10	69,263 53
State school	21,336 09	1,635 29	62 56	135 61	.....	53,635 49	10,539 42	92,737 08
State institutions of higher education	11,152 33	959 32	32 69	102 27	.....	30,631 77	5,335 37	43,454 50
County	22,547 46	1,043 30	65 21	207 12	.....	62,139 25	11,191 45	96,194 30
County school	9,236 03	791 65	26 97	54 33	.....	25,314 05	4,539 14	40,032 32
County soldiers' and sailors' relief	24,202 04	2,076 70	70 75	221 34	.....	63,404 64	11,369 65	104,365 12
County bonds, interest	133 49	11 39	40	1 26	.....	379 97	63 44	600 45
County indebtedness .....	.....	.....	.....	.....	.....	.....	.....	.....
County sinking .....	.....	.....	.....	.....	.....	.....	.....	.....
Road district	15,606 70	1,610 99	54 96	116 10	.....	47,367 31	8,534 90	76,009 03
School district	51,127 23	4,410 03	153 72	794 31	.....	149,567 14	23,937 43	232,931 90
Drainage district .....	.....	.....	.....	.....	.....	.....	.....	.....
Dike district .....	.....	.....	.....	.....	.....	.....	.....	.....
City	11,349 23	1,103 91	30 97	606 20	.....	77,140 61	13,898 25	104,130 32
Totals.....	\$212,303 25	\$16,359 84	\$633 39	\$2,771 04	.....	\$333,343 77	\$114,067 06	\$681,451 34

TAXES LEVIED IN YAKIMA COUNTY, AS SHOWN BY TAX ROLLS FOR 1915.

FUNDS	Taxes on railway track and right-of-way	Taxes on railway rolling stock, etc.	Taxes on telegraph lines and property	Taxes on telephone property	Taxes on street railways	All other real property	All other personal property	Total
State general	\$4,710 53	\$304 26	\$13 03	\$154 80	\$245 23	\$30,065 24	\$4,004 05	\$40,343 19
State military	749 32	127 94	2 17	34 53	39 00	4,732 49	732 46	6,457 26
State highway, public	3,780 94	640 42	10 55	123 02	196 27	23,940 40	3,095 59	32,327 48
State highway, permanent	5,617 64	369 14	16 25	134 25	232 44	25,554 06	5,491 31	43,415 09
State school	7,523 17	1,235 24	11 23	129 03	204 35	25,115 05	3,246 49	33,973 03
State institutions of higher education	3,984 93	671 55	21 73	242 31	301 90	43,043 01	7,333 57	64,551 53
State institutions of higher education expenses)	20,349 23	3,559 75	60 31	633 52	1,055 33	123,070 59	20,330 29	179,659 47
.....	2,979 71	508 75	8 61	97 73	105 12	19,013 07	2,912 71	25,680 70
.....	13,390 72	2,371 67	40 13	455 59	723 13	35,657 79	13,573 36	119,717 44
.....	90 40	16 46	23	3 16	5 02	615 30	94 25	830 57
.....
.....	1,736 59	303 75	5 19	53 93	93 53	11,403 73	1,736 19	15,432 93
.....	11,023 59	1,829 60	.....	73 21	243 93	51,403 02	5,325 55	70,514 35
.....	33,719 36	6,004 51	76 31	924 41	1,361 60	135,352 03	30,303 05	201,543 93
.....	136 32	.....	.....	.....	.....	17,167 52	.....	17,303 55
.....	9,076 55	1,373 03	231 57	2,121 02	2,370 49	1,745 93	.....	1,745 93
City .....	.....	.....	.....	.....	.....	151,939 37	30,033 23	205,902 39
Totals	\$119,915 10	\$11,004 47	\$493 61	\$5,255 79	\$7,313 00	\$391,414 11	\$140,190 00	\$1,125,179 93

AMOUNT OF TAXES LEVIED FOR ALL PURPOSES, STATE, COUNTY AND MUNICIPAL, THE AMOUNT PAID BY PUBLIC SERVICE CORPORATIONS AND THE AMOUNT BORNE BY OTHER PROPERTY IN THE STATE OF WASHINGTON FOR THE YEAR 1915.

	Amount Levied	Percent- tage
Railway track and right-of-way.....	\$3,916,198 90	10.46
Railway rolling stock, etc.....	572,044 98	1.58
Telegraph lines and property.....	13,786 79	.04
Telephone lines and property.....	288,776 29	.64
Street railways	633,816 52	1.69
All other real property.....	27,511,942 56	73.46
All other personal property.....	4,562,027 87	12.18
Totals.....	\$37,448,588 91	100.00
State general	\$1,302,542 34	3.48
State military	206,827 68	.56
State highway (public).....	1,086,847 45	2.77
State highway (permanent).....	1,552,052 07	4.15
State school	2,079,983 29	5.56
State institutions of higher education.....	1,089,052 06	2.91
County general (current expense).....	4,691,449 16	12.53
County road and bridge.....	1,854,884 40	4.95
County school	2,927,411 68	7.82
County soldiers' and sailors' relief.....	56,951 74	.15
County bonds (interest and redemption).....	516,557 54	1.38
County indebtedness	115,958 25	.31
County sinking	116,784 02	.31
Road district	2,699,495 24	7.21
School district	7,276,925 60	19.43
River improvement district.....	285,242 62	.76
Drainage district	119,582 89	.32
Dike district	93,837 03	.25
Port district	366,488 65	.98
Townships	222,510 50	.59
City	8,822,748 58	23.56
All other funds.....	12,506 13	.03
Aggregate totals.....	\$37,448,588 91	100.00

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